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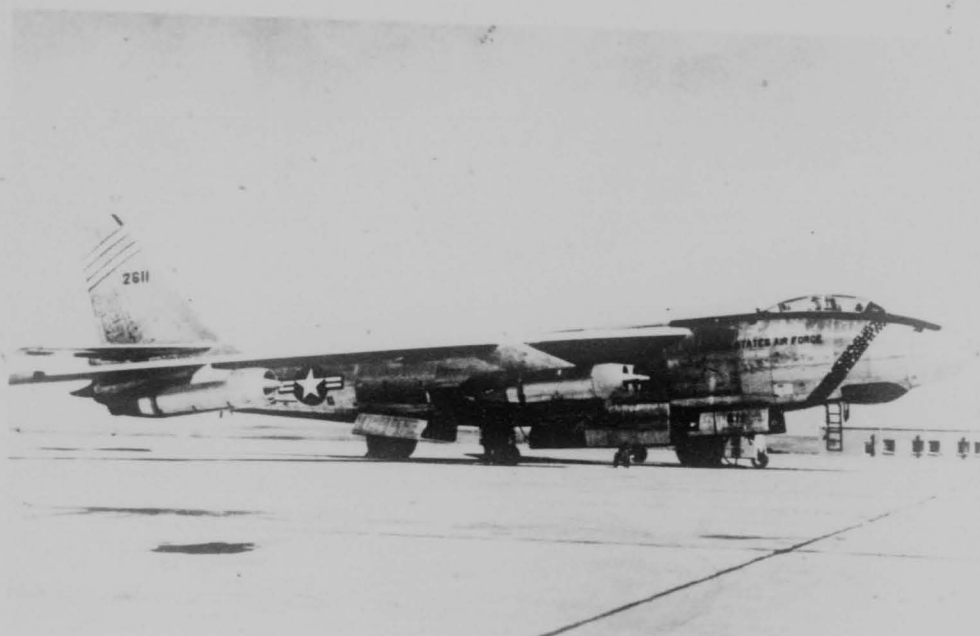
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HISTORY

OF

307TH BOMBARDMENT WING



LINCOLN AIR FORCE BASE

LINCOLN NEBRASKA

1 JANUARY - 31 MARCH
1955

Serial # 1

12316

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(UNCLASSIFIED)

HISTORY OF

THE 307TH BOMBARDMENT WING (M)

1 January - 31 March

1955

Lincoln Air Force Base, Nebraska

This document was prepared by
A/1C Ronald A. Petersen
under the supervision of 2d Lt.
Charles W. Kiffin, Historical Officer

This document is
classified SECRET
in accordance with
paragraph 25G, AFR
205-1.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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CHRONOLOGY

January - March
1955

1 January	307th Armament & Electronics Maintenance Squadron reorganized under T/O 1-7170P-S
11 January	Colonel Hardin assumed command of the 307th Bombardment Wing during temporary absence of Colonel Thorup
1 February	307th Air Refueling Squadron relieved of attachment to 98th Bombardment Wing
23 February	Colonel Vaughan assumed command of the 307th Bombardment Wing
26 February	Colonel Hardin reassumed command of the 307th Bombardment Wing
14 March	Arrival of first nine B-47 Aircraft
14 March	Maintenance Training Package personnel returned from school
15 March	Colonel Thorup reassumed command of the wing
28 March	First crews return from school
31 March	2% of SAC Reg 50-43 Training accomplished

HISTORY OF THE
307TH BOMBARDMENT WING (M)
1 January - 31 March
1955

CHAPTER I - ORGANIZATION AND ADMINISTRATION

SECTION I - Mission Developments

With the beginning of the new year 1955, the mission of the 307th Bombardment Wing changed from deployment to conversion to B-47 jet type aircraft. The wing was one of the last within the Strategic Air Command (SAC) to make such a conversion. Since no aircraft were assigned to the wing until the month of March, the main portion of the conversion program carried on throughout this period was that of personnel schooling and training into the B-47 program. Flying personnel were sent through transition training conducted at McConnell Air Force Base, Kansas, while maintenance personnel attended the Maintenance Training Package Course at Chanute Air Force Base, Illinois. Programmed dates for the entire wing conversion were established as follows:

Equipping Date - 14 March 1955

First B-47 Crews to Return - 28 March 1955

Field Checks for Instructor & Staff Crews - 15 March to
11 April 1955

Field Checkouts - 11 April to 18 May 1955

One-third of Crews to be Operational Ready - 31 July 1955

Two-thirds of Crews to be Operational Ready - 31 August 1955

33 Crews to be Operational Ready - 30 September 1955

The first two months of the year were utilized to become established at the new base of assignment, Lincoln Air Force Base, and to become

a functioning and smooth running organization. Thus, the productive and tangible converting program did not commence until the third month of 1955, March. The new mission, however, was fully underway by the end of that month. 1/

SECTION II - Organization

REORGANIZATION OF 307TH ARMAMENT AND ELECTRONICS MAINTENANCE SQUADRON:

Effective 1 January 1955, the 307th Armament and Electronics Maintenance Squadron was reorganized under Table of Organization (T/O) 1-7170P-S. This reorganization changed the personnel authorizations from 13 officers and 339 airmen to 12 officers, 1 warrant officers, and 331 airmen. 2/

RELIEF OF ATTACHMENT OF 307TH AIR REFUELING SQUADRON: Effective 1 February 1955 the 307th Air Refueling Squadron was relieved of attachment to the 98th Bombardment Wing (M). 3/ This then brought the Air Refueling Squadron under its proper unit of assignment. The squadron had been attached to the 98th Bombardment Wing for administrative, operational and logistical support since its assignment to the 307th Bombardment Wing on 8 November 1954. 4/ With the change in operational control of the squadron, the 307th Bombardment Wing training section

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1. Report (Conf), "Programming Plan 1-55, Subj: Conversion of the 307th Bomb Wing (M)", 25 Feb 1955, prep by Hq 307th Bomb Wing. Appendix #1.
 2. GO 84, Hq SAC, 21 Dec 1954. Appendix #2.
 3. GO 2, Hq 818th Air Division, 29 Jan 1955. Appendix #3.
 4. GO 71, Hq SAC, 18 Oct 1955 was authority for assignment to the 307th Bomb Wing, while GO 3, Hq 818th Air Division, 8 Nov 1954 was authority for attachment to the 98th Bomb Wing. See 98th Bomb Wing History for period 1 Oct - 31 Dec 1954.

3

made a study of their training program and preparatory training was scheduled for the future Temporary Duty (TDY) mobility exercise. 5/

5. History 307th Bomb Wing Operations & Training Section, Feb 1955.

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CHAPTER II - PERSONNELSECTION I - Military Personnel

PERSONNEL STATUS: As of 31 March 1955 the 307th Bombardment Wing was manned at the levels shown in the following table: 1/

<u>Unit</u>	<u>Officers</u>		<u>Airmen</u>	
	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>
Hq 307th Bomb Wing	45	43	107	84
370th Bomb Squadron	77	41	100	79
371st Bomb Squadron	77	44	100	82
372nd Bomb Squadron	77	47	100	82
307th Air Refueling Sq	100	82	250	242
307th A&E Maint Squadron	13	9	331	320
307th Fld Maint Squadron	7	7	396	344
307th Per Maint Squadron	5	4	138	117
307th Tac Hospital	<u>27</u>	<u>3</u>	<u>95</u>	<u>18</u>
TOTALS	428	280	1617	1368

From the total figures and Air Force Specialty Code (AFSC) skill levels the percent of both numerical and effective manning were ascertained as follows: 2/

	<u>Officers</u>	<u>Airman</u>
Numerical	66%	86%
Effective	65%	50%

The effective skilled airmen personnel consisted largely of the Maintenance Training Package personnel, who returned to the wing

1. Interview by R.A. Peterson, Historian, with A/IC Allen, 307th Bomb WingDir of Pers Office, and History of that Section for March 1955.
2. Report (Conf), "Monthly Programming Plan Report", 31 Mar 1955, prep by the 307th Bomb Wing. Appendix 4.

coincident with the arrival of the first B-47 aircraft. 3/

MAJOR PERSONNEL SHORTAGES: The low effective manning figure for airmen reflected the in-balance in skill levels which resulted from former manning restrictions on Lincoln Air Force Base due to non-availability of housing. It included shortages in the "7" and "5" levels within the following career areas. These areas were considered critical: 4/

	<u>Area</u>	<u>Auth</u>	<u>Asgd</u>	<u>Effective</u>	<u>% Effective</u>
	32	145	7	7	5%
	42	117	38	38	32%
Total	43	589	321	275	47%
B-47	43	341	133	133	39%

Another major personnel problem area was the non-availability of Special Weapons Officers. At the end of March the situation was listed as a "potentially serious problem area". At that time there were two officers in training for the field to be used as squadron Special Weapons Officers upon their graduation. The need still existed, however, for a qualified Wing Special Weapons Officer. 5/

FORMAL B-47 CONVERSION SCHOOLING: Throughout the period January through March, 166 additional personnel of the 307th Bombardment Wing began formal training into the B-47 program. By the end of March a total of 183 of all the personnel who had entered schooling had graduated.

3. Ibid.

4. Ibid.

5. Ibid.

6

A breakdown in the number of attendance at each school was as follows: 6/

<u>Course</u>	<u>Number Beginning</u>			<u>Number Graduating</u>		
	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>
Collins 18-5-4 Transmitter	1				1	
Auto Pilot, F-1	1	1			1	1
Acft Elect, Nav, Equip Maint Tech		1				
Spec Tng on OPR Maint on Coleman & Euclid Tractors	2			2		
Management Tech		1				
Spec Tng Loading Crse			2			2
Spec Tng AN/ARC-21 Equip	4		1		4	
Minor Repair J-47	4	4				
F-1A Auto Parachute Repair			1			
Structural Repair of High Perf Acft			1			
Spec Tng Acft Eng Crse			1			
B-47 Jet Eng Crse	7				7	
Maint Tng Package	90					90
Elect Crse	4				4	
Plts B-47 Trans Tng	8					54
Obsr B-47 Trans Tng		15	15			15
Pers Staff Off Crse			1			
Basic Obsr Crse						1
Staff & Cmdr Maint Mgmt Crse	1				1	

CHANGES IN KEY PERSONNEL: On 11 January 1955 Colonel Louis G. Thorup departed Lincoln Air Force Base to attend B-47 aircraft indoctrination at McConnell Air Force Base, Kansas. On the day of his departure Colonel Ernest C. Hardin Jr. assumed command of the wing. 7/

During the temporary absence of Colonel Hardin for the period 23 February to 26 February Colonel Ralph G. Vaughan assumed command of the wing 8/, with Colonel Hardin reassuming command on the 26th. 9/ Colonel Thorup again assumed command on 15 March 1955. 10/

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6. DF, D/P to ISO, "Formal School Tng of Off & Amn", 23 May 1954.
 7. GO 1, Hq 307th Bomb Wing, 11 Jan 1955. Appendix #5.
 8. GO 2, Hq 307th Bomb Wing, 23 Feb 1955. Appendix #6.
 9. GO 3, Hq 307th Bomb Wing, 26 Feb 1955. Appendix #7.
 10. GO 4, Hq 307th Bomb Wing, 15 March 1955. Appendix #8.

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CHAPTER III - OPERATIONS AND TRAININGSECTION I - Flying Training

FLYING TRAINING OF THE 307TH AIR REFUELING SQUADRON: During the first two months of operation under the control and supervision of their parent organization, the 307th Air Refueling Squadron accomplished the following training: ^{1/}

	<u>February</u>	<u>March</u>
Hours Flown	405	542
Dry Hookups Accomplished	573	800
Wet Hookups Accomplished	65	80
Fuel Transfers	542,220 lbs	607,370 lbs

Of the 405 hours flown in February, 109 hours were flown by combat-ready crews and 282 hours were flown by non-combat-ready crews. Of the 542 hours flown in March, 158 hours were flown by combat-ready crews and 348 hours were flown by non-combat-ready crews. The flying hours conducted during the two month period consisted of 72 sorties in February and 104 sorties in March. The 72 sorties of February included 49 productive, 8 ground aborts, 4 ferry missions and 11 special missions. The 104 sorties conducted in March included 95 productive and 9 ground aborts. ^{2/}

It was stated in the February Air Training Report that the combat crew training for the 307th Air Refueling Squadron had not progressed satisfactorily. The main cause for this was the lack of sorties and

1. Reports (Conf), "Air Training Report for Month of February" & "Air Training Report for Month of March", prep by 307th ARSq. Appendices 9 & 10.

2. Ibid.

and flying time conducted. This, in turn, was caused by adverse weather conditions and standby for special missions. 122 hours alone were lost during the month of February due to weather conditions, which consisted, for the most part, of freezing rains and sleet. Again during March minimum training requirements were not accomplished by any of the combat-ready crews. This, however, was due to the priority given non-combat-ready crews to prepare them for a coming deployment training mission. ^{3/}

COMBAT CREW PROGRESSION IN THE AIR REFUELING SQUADRON: During February and March combat crew progression of the 22 crews of the Air Refueling Squadron was as follows: ^{4/}

	<u>February</u>	<u>March</u>
Combat-Ready	15	16
Non-Combat-Ready	7	6

No new crews were formed during the two month period. In February 5 crews were upgraded to the combat-ready "T" status to make the 15 combat-ready and 7 non-combat-ready crew status. In March 3 crews were upgraded to the combat-ready "T" status, but two other combat-ready crews were downgraded to non-combat-ready "M" crews thus bringing crew status at the end of March to the 16 combat-ready - 6 non-combat-ready crews level, with all but 3 of the non-combat-ready crews capable of deployment. ^{5/}

COMBAT CREW STATUS OF THE BOMBARDMENT SQUADRONS: Throughout January

3. Ibid.

4. Ibid.

5. Ibid.

and February 30 crews of the 307th Bombardment Wing were in attendance at jet transition training command schools as outlined in Chapter II of this report. On 28 March 20 of these crews reported in at Lincoln Air Force Base from Wichita and started training under SAC Regulation 50-43. By the end of March 2 per cent of this training was completed, and the combat crew status was three crews combat-ready and 30 crews non-combat-ready. The three combat-ready crews were the qualified instructor crews, one each of which was assigned to each of the three bombardment squadrons. 6/

OPERATIONAL READINESS STATUS: As of 31 March 1955 the Operational Readiness Status of the 307th Bombardment Wing as a whole was as follows: 7/

<u>Authorized</u>	<u>Assigned</u>	<u>Operational Ready</u>
45 B-47 Acft	9 B-47 Acft	
66 B-47 Crews	33 Crews	3 Crews (Instructor)
21 KC-97 Acft	21 KC-97 Acft	
30 KC-97 Crews	21 Crews	16 Crews

CONVERSION TRAINING PROGRAM: Throughout the months of January, February and March the Operations and Training Section of the 307th Bombardment Wing made preparations for the conducting of the conversion training program. Reporting forms and wall charts were devised, and a general training directive prepared. 8/ With the arrival of the first crews

6. Reports (Conf), "Programming Plan 1-55, Subj: Conversion of the 307th Bomb Wing", 25 Feb 1955 and "Monthly Programming Plan Report", 31 March 1955, prep by 307th Bomb Wing. Appendices 1 and 4.

7. History (Secret) 307th Bomb Wing D/O, March 1955.

8. Ltr, 307th Bomb Wing to 370, 371, 372 Bomb Sqs, "B-47 Conversion Tng Program, 27 Apr 1955. Appendix #11.

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on 28 March returning from B-47 Transition Training at Wichita, SAC Regulation 50-43 training was started toward upgrading these crews to an operational ready status. Sixteen aircrew personnel also completed Mobile Training Detachment (MTD) Familiarization in March. 9/

HOURS FLOWN BY BOMBARDMENT SQUADRONS: With the arrival of B-47 aircraft in the month of March, the three bombardment squadrons began their flying training program. Each of the three squadrons had 11 crews assigned, which included one instructor crews. The amount of flying training conducted during the month of March for the three organizations was as follows: 10/

<u>Unit</u>	<u>Flying Hours Accomplished</u>
370th Bomb Sq	14:25
371st Bomb Sq	20:35
372nd Bomb Sq	19:55

SECTION II - DIRECTORATE OF OPERATIONS

ESTABLISHMENT OF THE DIRECTORATE: Manning and organization of the 307th Bombardment Wing Directorate of Operations to the B-47 concept was developed during the months of January and February. Principles of the SAC Symposium Report on this subject were used as a basis and were followed with only a few exceptions. Figure #1 of this report shows the

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- 9. History 307th Bomb Wing Operations and Training Section, 8 Apr 1955.
 - 10. Histories of the 370th, 371st, and 372nd Bomb Sqs for March 1955.

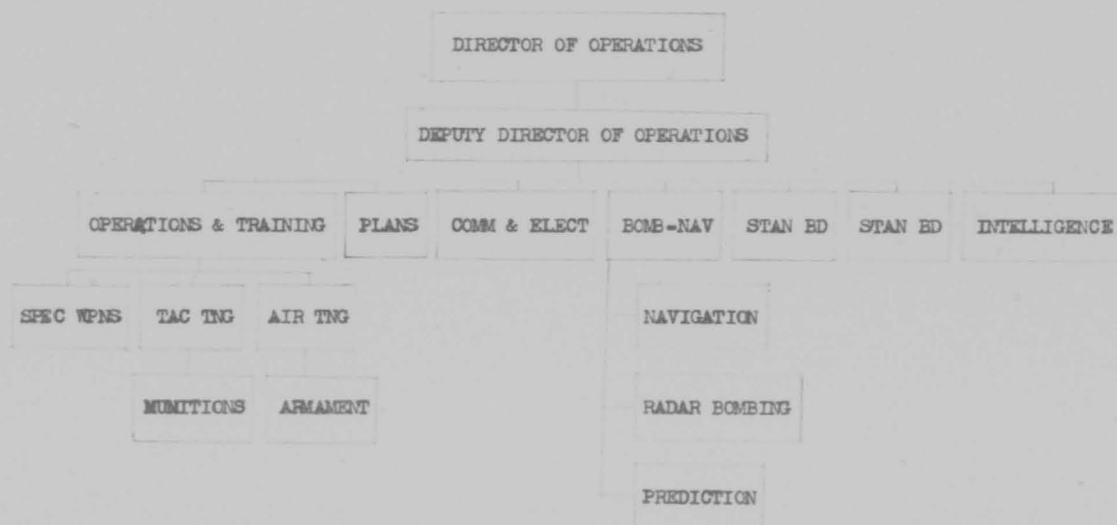


FIGURE #1

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organizational establishment of the entire section as an end result of discussions and planning. ^{11/}

In a memorandum to Colonel Thorup, 307th Bombardment Wing Commander, Colonel Hardin, the 307th Bombardment Wing Deputy Commander outlined the areas of responsibility assigned to each of the sub-sections within the Directorate. ^{12/} The following descriptions were given:

"The Bombing and Navigation Section supervises and coordinates all navigation and bombing activities. It monitors Bombing Training, Bombing SOP's, RBS and Bomb Range Scheduling, and investigates techniques and procedures for improving bombing accuracy. It maintains liaison between all observers A&E, MTD and Special Weapons personnel. Information on new equipment, new techniques, recurring malfunctions and corrective measures are disseminated to all concerned. Inflight maintenance training and ultra-sonic training is a responsibility of this section. It is also responsible for flight planning from both navigational and aircraft performance engineering viewpoints. All cruise control activities are monitored by this section. It monitors all types of Navigation Training. Complete records of all phases of observer training are maintained by this section."

"The Prediction, Analysis and Target Study Section, within the Bombing and Navigation Section supervises and coordinates all activities pertaining to radar target prediction and construction of target plates. Target study, mission analysis and critique will be conducted by this section. It monitors controls on Record Runs and Evaluation Missions. It provides processed material for target folders. All photography is screened for future use. Bomb runs not scored by ground facilities, (includes simulated radar and visual runs) are scored by this section. Also, scores celestial navigational legs in accordance with SAC Reg 51-11. It performs bomb plot phase of IBDA. Aerial and ground photographs are interpreted to determine, develop, and disseminate items of intelligence. This section will select airpoints, offset aimpoints and initial points. Complete records of all phases of target prediction analysis, and target study are maintained by this section."

11. This chart was extracted from the organizational chart developed and followed by the 307th Bomb Wing Directorate of Operations. Additional information received in Interview by R.A. Peterson, Historian, with Colonel Hardin, Deputy Commander.

12. DF, Col Hardin to Col Thorup, "Organizing for Operations", 4 Mar 1955. Appendix #12.

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"The Plans Team, within the Bombing and Navigation Section, is responsible for planning, briefing and the critique of all missions pertaining to EWP, USOM and ORTS. This section will also administer WEP examinations and target study. It will prepare the necessary target folders from material obtained from Intelligence, and insure that each crew maintains proficiency on the ultra-sonic phase of EWP."

As can be seen from the description given for the Plans Section, the original concept was to place this section within the Bomb-Navigation Section. This was then changed, however, and the Plans Section became one directly under the Director of Operations. Manning for this section was then taken from the Operations and Training Section. This manning pattern was also followed for the Bomb-Navigation Section. Thus rather than having one large Operations and Training Section, it was broken down to three sub-sections, all placed on the same organizational level, and all manned from authorizations given to the one section - Operations and Training. ^{13/}

Other manning irregularities within the Directorate of Operations came about from bringing squadron authorizations up to a wing level into consolidated sections. This took place within the Bomb-Navigation Section, the Special Weapons Sub-section, and the Intelligence Section. Three personnel were brought up from the bombardment squadrons and placed within the Bomb-Navigation Section. This same figure was true for the Special Weapons Section. In the Intelligence Section, however, twelve personnel were utilized at the wing level and were drawn from the three bombardment squadrons and the Air Refueling Squadron. Thus

13. Interview by R. A. Peterson, Historian, with M/Sgt Pennington, 307th Bomb Wing Director of Operations Office.

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rather than having the three sections split up between the bombardment squadrons, they were consolidated and placed at wing level. ^{14/}

DIFFICULTIES ENCOUNTERED WITH THE ASSIGNMENT OF THE AIR REFUELING SQUADRON:

In organizing during the month of January it was agreed that the 307th Bombardment Wing would be capable of handling the support and operation of the 307th Air Refueling Squadron by the first of March 1955. The 98th Bombardment Wing, under whose control the 307th Air Refueling Squadron was operating at that time, however, was not able to carry on its conversion program at the established rate with the additional work load caused by the assignment of the extra tactical unit. Thus the 98th Bombardment Wing was relieved of this assignment on 1 February 1955, and the 307th Air Refueling Squadron came under the complete control of the 307th Bombardment Wing. ^{15/}

As a result of the premature assignment of an already partial combat-ready organization, the 307th Bombardment Wing was hindered to a slight degree in its conversion program. Primary causes were the workload placed on the maintenance personnel, and programming personnel having to deviate their full attention on establishment of the wing conversion program to accomplish training scheduling for the new organization. ^{16/}

14. Ibid.

15. Interview by R. A. Peterson, Historian, with Colonel Hardin, Deputy Commander, 307th Bombardment Wing.

16. Ibid.

CHAPTER IV - MATERIELSECTION I - Directorate of Materiel

ESTABLISHMENT OF THE DIRECTORATE: Throughout the first months of 1955 the establishment of the Directorate of Materiel was being accomplished. The organizational set-up was established as outlined under T/O 1-1047P, dated 1 January 1954 and in accordance with SAC Manual 66-12. Upon completion the directorate appeared on the organizational charts as shown on Figure #2. 1/

SECTION II - Maintenance

MAINTENANCE REQUIREMENTS: Numerous maintenance problems confronted the 307th Bombardment Wing with the assignment of the first nine B-47 aircraft during March. Detailed inspection of these aircraft revealed an average of 83 discrepancies per aircraft. The highest number of discrepancies noted on any one aircraft was 120, while the lowest amount was 66. Because of this fact and the low skill level of assigned maintenance personnel the wing was not able to meet its operational flying requirements of 105 sorties and 735 flying hours for KC-97 aircraft. Maintenance provided for only 93 sorties in the accomplishment of 553 flying hours. The seven engine changes ordered by higher headquarters also precluded fulfillment of the operational schedule. 2/

PROGRESS OF MAINTENANCE TRAINING: At the end of March the B-47 MTD

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1. This chart was extracted from the organizational chart developed and followed by the 307th Bomb Wing Directorate of Materiel. Additional information from Interview by R. A. Peterson, Historian, with Major Johns, 307th Bomb Wing D/M Office.
 2. History 307th Bomb Wing D/M, March 1955, and Report (Conf), "Monthly Programming Plan Rept", 31 Mar 1955, prep by 307th Bomb Wg. AFP #4.



FIGURE #2

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training status was as follows: 3/

<u>Area</u>	<u>Number Completed</u>	<u>Number in Training</u>
Electronics	61	118
General Maintenance	52	77
Aircraft General	42	25

Of the electronics men in training, the following were sent TDY to March Air Force Base: 4/

<u>Course</u>	<u>Number in Attendance</u>
K System	20
Basic Electronics	35
A-5 System	12

A total of 41 personnel were in courses at Lincoln Air Force Base. Due to the scheduled departure of the B-47-5 MFD (Electronics) unit on 1 May 1955, it was essential that continued quotas from other bases be made available.

Original planning to accomplish the B-47 Familiarization and Indoctrination Course was to send all personnel in one group. Since personnel attending the Maintenance Training Package and staff and crew courses did not return in time to accomplish this method of conducting the course, these personnel were sent in increments of from 8 to 12 at a time. 5/

3. Report (Conf), "Monthly Programming Plan Report", 31 March 1955, prep by 307th Bomb Wing. Appendix #4.

4. Ibid.

5. Report (Conf), "Monthly Programming Plan Report", 31 Mar 1955, Appendix #4, and Interview by R. A. Peterson, Historian, with Major Dorothy, 307th Bomb Wing Director of Materiel Office.

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SECTION III - Supply

SUPPLY STATUS: The supply status of 307th Bombardment Wing units at the end of the month of March was as follows: ^{6/}

<u>Unit</u>	<u>UME</u>	<u>USE</u>
307th Bomb Wing Headquarters	63%	67%
370th Bombardment Squadron	59%	72%
371st Bombardment Squadron	63%	62%
372nd Bombardment Squadron	63%	77%
307th Air Refueling Squadron	51%	78%
307th Field Maintenance Squadron	44%	74%
307th Periodic Maintenance Squadron	67%	78%

The major materiel shortages at that time were listed as follows: ^{7/}

17B-Hand Tools

Special Tools

Test Equipment, Multimeters &
"K" Testing

"K" Mock-up Components

50 Ton Jacks

Although K-System mock-ups were received, they were incomplete. As a result of this proper training of the K-System maintenance personnel was delayed.

ASSIGNMENT OF B-47 AIRCRAFT: Nine of the scheduled fourteen B-47 aircraft were assigned to the 307th Bombardment Wing during the month

6. Report (Conf), "Monthly Programming Plan Report", 31 Mar 1955, prep by 307th Bomb Wing. Appendix #4.

7. Ibid.

17

of March. These were the first B-47 aircraft to be assigned to the converting wing. The aircraft were assigned to the three bombardment squadrons as follows: 8/

<u>Unit</u>	<u>Number of Aircraft</u>
370th Bombardment Sq	3
371st Bombardment Sq	2
372nd Bombardment Sq	4

The B-47 aircraft were of the "E" configuration and were those used at Hunter Air Force Base, Georgia. It was stated by Colonel Thorup that if aircraft deliveries continued to fall behind the projected delivery dates, accomplishment of programmed conversion objectives would be adversely affected. 9/

8. Report (Conf), "Monthly Programming Plan Report", 31 March 1955, prep by 307th Bomb Wing, Appendix #4, and Histories of the 370th, 371st and 372nd Bomb Sqs for March 1955.

9. Report (Conf), "Monthly Programming Plan Report", 31 March 1955, prep by 307th Bomb Wing. Appendix #4.

Roster of Key Personnel

307th Bombardment Wing (M)
As of 31 March 1954

Commander	Colonel Louis G. Thorup
Deputy Commander	Colonel Ernest C. Hardin Jr.
Director of Operations	Colonel Robert W. Christy
Director of Materiel	Colonel Ralph C. Vaughan
Director of Personnel	Major Curtis R. Erspamer
Adjutant	Major Alfred P. Lista
Commander, 370 Bombardment Squadron	Lt Col Madison M. McBrayer
Commander, 371 Bombardment Squadron	Major George J. Iannacito (Acting)
Commander, 372 Bombardment Squadron	Lt Col Arthur E. Aeschbacher
Commander, 307 Air Refueling Squadron	Lt Col Everett B. Thurlow
Commander, 307 Armament and Electronics Maintenance Squadron	Major Dale J. Samuleson
Commander, 307 Periodic Maintenance Squadron	Capt Joseph M. Abshire
Commander, 307 Field Maintenance Squadron	Lt Col Albert W. Lambert
Commander, 307 Tactical Hospital	1st Lt James A. Mailliard
Commander, 307 Headquarters Squadron Section	Major Charles E. Blue Jr.

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GLOSSARY

A&E	Armament and Electronics
AFSC	Air Force Specialty Code
EWP	Emergency War Plan
MTD	Mobile Training Detachment
SAC	Strategic Air Command
SOP	Standing Operating Procedure
TDY	Temporary Duty
T/O	Table of Organization
UME	Unit Mission Equipment
USE	Unit Support Equipment

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BIBLIOGRAPHY

Source material used in the compilation of this history was obtained from documents originating within the 307th Bombardment Wing. The main documents used throughout the entire history were Programming Plan 1-55, which gave the programmed conversion of the 307th Bombardment Wing to the B-47 program; the first monthly progress report prepared on 31 March 1955; and the air training reports for the months of February and March prepared by the 307th Air Refueling Squadron for the first two months that they were under the control of the 307th Bombardment Wing.

General Orders from Strategic Air Command, 818th Air Division and the 307th Bombardment Wing were used to show organizational changes and assumptions of command. Interviews were conducted with key personnel of the 307th Bombardment Wing Headquarters to obtain additional information on operations and materiel.

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APPENDICES

	<u>Appendix Number</u>
Report (Conf), "Programming Plan 1-55, Subj: Conversion of the 307th Bomb Wing (M)", 25 Feb 1955, prep by Hq 307th Bomb Wing	1
GO 84, Hq SAC, 21 Dec 1954	2
GO 2, Hq 818th Air Division	3
Report (Conf), "Monthly Programming Plan Report", 31 Mar 1955	4
GO 1, Hq 307th Bomb Wing, 11 Jan 1955	5
GO 2, Hq 307th Bomb Wing, 23 Feb 1955	6
GO 3, Hq 307th Bomb Wing, 26 Feb 1955	7
GO 4, Hq 307th Bomb Wing, 15 Mar 1955	8
Report (Conf), "Air Training Report" for Feb	9
Report (Conf), "Air Training Report" for Mar	10
Ltr, Hq 307th Bomb Wing to Comdr 370th, 371st and 372nd Bomb Squadrons, "B-47 Conversion Training Program", 27 Apr 1955	11
DF, Col Hardin to Col Thorup, "Organizing for Operations", 4 Mar 1955	12

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

PROGRAMMING PLAN 1-55

25 February 1955

SUBJECT: Conversion of the 307th Bomb Wing (M)

REFERENCES: SAC Programming Plan 35-54
15th AF Programming Plan 25-54
SAC Manual 27-1
SAC Technical Pamphlet 170-5

Objective

1. To convert the units of the 307th Bomb Wing (M) to B-47 equipment and operations.
2. To train these units to combat readiness expeditiously.

Staff Considerations

3. Programmed Dates:
 - a. Equipping date - 14 March 1955.
 - b. First B-47 Crews return for duty - 28 March.
 - c. Field checks for Instructor and Staff Crews - 15 March - 11 April.
 - d. Field check outs - 11 April - 18 May
 - e. One third of crews to be operational ready - 31 July.
 - f. Two thirds of crews to be operational ready - 31 August.
 - g. Thirty-three (33) crews to be operational ready - 30 Sept.
4. Flying safety will be adhered to in all operations.
5. Initial manning is thirty-three (33) crews. Three (3) have been assigned as instructor qualified. Thirty are attending training command schools.

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6. The build-up from thirty-three (33) to fifty (50) crews is tentatively programmed to start in June 1955.

7. Airmen manning presents a problem in both skill level and numbers available. This necessitates a vigorous training program.

8. Build-up of airmen strengths is tentatively programmed to start in April 1955.

9. Concurrent with conversion plans, each unit and staff section must reorganize, assemble materials, and construct basic facilities required for efficient operations.

10. Number of instructors available, during initial and refueling check-outs, will be a limiting factor on the rate that crews can be trained.

a. Three (3) crews, of Instructor Caliber, were transferred to the 307th Bomb Wing, 3 March 1955. These crews have not completed all instructor requirements. All requirements must be completed prior to their use as instructors.

b. Three (3) Professional Pilots will be assigned the 307th, 15 March 1955.

c. The SAC refueling team will be available 14 May to 24 June 1955.

11. The refueling portions of missions 2, 3, 4, 7, and 13 of Phase II, SAC Regulation 50-43, Supplement I, will be incorporated into the training schedule to coincide with presence of the refueling team.

12. Due to the absence of the 307th Air Refueling Squadron during the first half of the refueling training, availability of tanker sorties will be a limiting factor. There will be a requirement for tanker sorties from other sources.

13. The lack of K-System mock-ups, to date, has prevented the proper training of K-maintenance men. Continued effort must be made to secure trainers and a substitute program must be devised.

14. One ultrasonic trainer for accomplishing crew coordination training is on hand, but has not been installed. The tentative operational date is 1 May. The non-availability of this equipment will require the development of a ground school course, covering crew coordination, in lieu of the directed requirement for seven (7) hours of crew coordination trainer time prior to flying.

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15. At the present there are no personnel in the 307th Bomb Wing who are qualified to instruct in the Special Weapons area. Using all available officers there are two T/O Special Weapons positions not filled, one at Wing and one at Squadron level. One officer is presently attending ABC Delivery Instructor Training Course at Randolph AFB, with a return date of 1 April. A requirement has been placed for an additional space in 17 April Class. It is considered essential that the Wing have a minimum of one fully experienced Special Weapons Officer at Wing level. This requirement has been placed with higher headquarters. This area of training could prove critical and will require continued surveillance.

Analysis of the Problem

16. Due to personnel changes and the movement of the 307th Bomb Wing from overseas, this Wing will encounter many problems common to a newly activated unit. In addition, many normally available base facilities will be either limited or entirely lacking, due to status of base construction. These factors will develop unique problems, not normally encountered in a routine conversion. Monthly programming plan progress reports must detail such problems, and program action to be taken. In addition, aid from higher headquarters must be requested on those problems that are beyond the capability of the Wing.

Agreed Courses of Action

17. SAC Manual 27-1 and 15 AF Programming Plan 25-54, will be the basis for the conversion of the 307th Bomb Wing.

a. Personnel:

- (1) Evaluating personnel resources and requirements.
- (2) Securing needed additional personnel.
- (3) Preparing a table of anticipated gains and losses.

b. Materiel:

- (1) Inventory of equipment on hand.
- (2) Determining supply and facility requirements.
- (3) Obtaining equipment.
- (4) Determining necessary changes in materiel authorization.
- (5) Development of Maintenance capability.
- (6) Preparation of a Wing Mobility Plan.

c. Operations:

- (1) Evaluating requirements and establishing standards of proficiency.

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- (2) Preparation of training programs taking into consideration the skill levels available.
- (3) Conduct of the training programs.
- (4) Evaluation of the training received.

Implementation

19. A Wing Programming planning meeting will be held monthly. At this meeting the previous months accomplishments will be evaluated and detailed objectives for the succeeding month established. A monthly training document incorporating these objectives will be published.

20. Specific projects assigned to Wing Staff Sections are listed in Inclosure I. Status of these projects and new projects as they develop, will be included in the monthly programming plan reports.

21. The following project officers have been appointed to monitor accomplishment of projects assigned the Staff Directorates:

<u>SECTION</u>	<u>NAME</u>	<u>EXTENSION</u>
Personnel	Major C. R. Erspaner	247
Materiel	Major G. J. Lally	8007
Operations	Major P. A. Tisdale	8006
Comptroller	Capt B. J. Antonietti	8071

11 Incls

- 1. Projects assigned to Wing Staff
- 2. Chart - "307th BW Conversion Plan"
- 3. Chart - Training Flow
- 4. Chart - Flying Training -% Completed
- 5. Chart - Ground Training -% Completed
- 6. B-47 Initial Field Check
- 7. In-flight Refueling Checkouts
- 8. Chart B-47 Combat Readiness
- 9. Chart B-47 Flying Hours
- 10. Chart B-47 Training Aids
- 11. Chart- % of Equipment On Hand

Ernest C. Hardin Jr.
 ERNEST C. HARDIN JR.
 Colonel, USAF
 Commander

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HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base
Lincoln, Nebraska

25 February 1955

PROJECTS ASSIGNED TO WING STAFF
PROGRAMMING PLAN 1-55

Inclosure #1

0036

PERSONNEL

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>COMPLETION</u>
1. Pilot Resource	Prepare for Director of Operations a Roster of all pilots for screening. Information to include AC Time, all time accrued, four engine and instructor pilot time, etc.	Maj Erspamer	Complete
2. Pilot AOB Type	Prepare list of AOB type for Director of Operations to be utilized in the B-47 program for assignment and training purposes.	Maj Erspamer	Complete
3. Crew training requirement	Set up a tentative schedule for B-47 Transition in accordance with the following proposed schedule and coordinate with Director of Operations: (1) Staff Crews consisting of 3 A/C and 3 G/P for class starting 24 Nov 54. (2) Combat Crews consisting of 20 A/C and 20 G/P for class starting 24 Nov 54. (3) Combat Crews consisting of 10 A/C and 10 G/P for class starting 14 Dec 54. (4) Staff Crews for class starting 11 Jan 55.	Maj Erspamer	Complete
4. Crews (A/C & P)	Submit requisition to 15th AF for Pilot personnel to bring Wing up to authorized manning.	Maj. Erspamer	Held in abeyance

5. Observers	Prepare listing of all observers programmed into the Wing from Up-grade Training for the Director of Operations for screening purposes. List should include training accomplishments.	Capt Steifman	Complete
6. Non-Crew Officer Manning	List all non-crew positions. Shortages for 100% manning and report same to 15th AF.	Capt Steifman	Complete
7. Non-crew Officer Training	Coordination with D/O determine training requirement for officers such as Flying Safety, Atomic Weapons Officer, Performance Engineer, etc.	Capt Steifman	15 Apr 55
8. Maintenance Package, Air-43 Career Field men (43 Career Field)	Prepare lists of all personnel 43 Career Field who are eligible for B-47 training and plan training schedule in accordance with quotas furnished 15th AF.	Maj. Erspamer	Continuous
9. Aeronautics & Electronics	Survey and determine training requirements for ABE personnel.	Capt. Steifman	15 Apr 55
10. Training requirements for Familiarization course	Conduct survey of all personnel available as listed in SAC Manual 27-1, needing Familiarization Courses and obtain Training quotes from 15th AF.	Maj. Erspamer	1 Apr 55

<u>OBJECT</u>	<u>PROJECT</u>	<u>MANAGER</u>	<u>COMPLETION</u>
11. AFSC Conversion	Survey and take personnel action to convert AFSC's in the following Career Fields to conform with the TO&E's (32 A&E, 40 Intricate Equipment, 42 Aircraft Engine Maintenance, 43 Maintenance, 53 Metal Work, 55 Construction, 64 Supply, 80 Management Methods, 83 Statistics).	Capt Steifman	Complete
12. Airmen Manning	Train personnel to be assigned combat crew section and establish crew status reporting facility.	Maj Erspamer	20 Mar 55
13. OJT	Develop program of OJT for all personnel.	Maj Erspamer	Continuous
14. Administration	Organize the Directorate and prescribe administrative procedures. (1) Prepare organizational and functional charts. (2) Assign individuals to positions. (3) Define areas of responsibility. (4) Establish sectional SOP's	OPERATIONS Col Christy Lt Col Showalter Col Christy Col Christy Lt Col Showalter	1 Apr 55 1 Apr 55 1 Mar 55 1 Mar 55 1 Apr 55
15. Training requirements	Screen pertinent USAF, SAC, 15th AF and 918 Air Division directives to determine the training requirements in each specialty area.	Maj Paxton	1 Apr 55

16. Training Program	Assemble the training requirements into a coordinated training program.	Maj Paxton	1 Apr 55
	(1) Furnish squadrons with complete training programs and schedules	Maj Paxton	20 Mar 55
17. Training Reports	Establish the reporting procedures and formats to be used in monitoring Wing training programs to determine status of training and provide information for necessary reports to higher headquarters.	Maj Paxton	1 Apr 55
18. Combat Readiness	Determine the requirements and procedures to be used to determine combat readiness of individuals, crews, and units.	Col Christy	15 Mar 55
19. Flight Checks	Establish check out procedures for flight crews.	Capt Pope	20 Mar 55
20. Flying Memos	Prepare, necessary operational directives concerning traffic pattern, instrument training and flying training missions.	Maj Tisdale	1 Apr 55
21. School Quotas	In coordinate with the Director of Personnel, determine the requirements for additional school quotas.	Col Christy	15 Mar 55
22. School Quotas	In coordination with the Director of Personnel, select and prepare a schedule of individuals to meet school quotas.	Col Christy	As Requested

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>DATE OF COMPLETION</u>
23. Ground Training	Prepare a program of crew ground training to include MTD, Simulator, ground checks in aircraft, emergency procedure examination.	Maj Paxton	15 Mar 55
24. Check Lists	Prepare training charts of instruction procedures for inclusion in pilots check lists.	Maj Tisdale	1 Apr 55
25. Check Lists	Prepare a chart of alternate and emergency fields for inclusion in pilots check lists.	Capt Pope	20 Apr 55
26. Instructors	Prepare a program for most effective use of B-47 instructor pilots.	Maj. Tisdale	15 Mar 55
27. Coordination	Coordinate with 98th Bomb Wing & 818th Air Division on: (1) Air Traffic control procedures. (2) Ground aircraft procedures (3) Mission scheduling where use of facilities is likely to conflict. (4) Training schedules where common facilities are utilized such as simulator, MTD.	Maj Paxton	20 Mar 55
28. Flying Safety	Develop a forceful flying safety program.	Maj. Harridge	15 Mar 55

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>COMPLETION</u>
29. Check Lists	Prepare line speed charts	Capt Kimberlin	10 Mar 55
30. Publications	Obtain necessary pilots handbooks and T.O.'s for issue to each pilot.	Capt Pope	15 Mar 55
31. Check Lists	Obtain requisite check lists (15th AF), and assemble them.	Maj Paxton	15 Mar 55
32. Crew Logs	Determine need format, procedures, for logs and crew reports.	Capt Messer	20 Mar 55
33. Briefings	Establish mission briefing and de-briefing procedures, check lists, and reports.	Maj Paxton	20 Mar 55
34. Training Missions	Prepare detailed flying training mission requirements to accomplish SAC Reg 50-43.	Maj Tisdale	15 Mar 55
35. Control Room	Establish Wing Control Room.	Lt Albrecht	30 Apr 55
36. Standboard	Establish Standboards, Bomber and Refueling.	Lt Col Showalter	15 Mar 55
	(1) Establish standboard files and Records.	Capt Pope	1 Apr 55
	(2) Establish Combat Crew Guides.	Capt Pope	20 Mar 55
	(3) Establish PIF's	Capt Pope	1 Apr 55

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>
37. MTD	Determine Training available from MTD, and provide for any additional requirements.	Major Dorothy	10-Mar 55
38. Flying Schedules	Prepare projected flying schedules to determine IP requirements, refueling requirements and sorties required.	Maj Tisdale	1 Apr 55
39. Forms	Prepare observers records and forms.	Maj Jenkins	15 Apr 55
40. Briefing Room	Prepare Briefing Room.	Lt Seawards	1 Apr 55
41. P-2	Prepare P-2 cards for wing personnel	Lt Seawards	1 May 55
42. Intell Tng	Establish Intelligence Training Program.	Lt Seawards	1 May 55
43. Geneva Conv Cards	Obtain Geneva Convention Cards for aircrew personnel.	Lt Seawards	1 Jun 55
44. Target Folders	Prepare target folders.	Lt Seawards	1 Apr 55
45. Maps and Charts	Requisition needed maps and charts.	Lt Seawards	15 Mar 55
46. Reading Room	Establish an Intelligence reading room.	Lt Seawards	1 May 55
47. Check Lists	Assemble sample aircrew checklists to determine format and contents.	Capt Pope	10 Mar 55

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>COMPLETION</u>
48. Check Lists	Prepare approved check lists.	Capt. Pope	15 Mar 55
49. Training Missions	Prepare training mission outlines.	Maj Tisdale	1 Apr 55
50. Flight Plans	Prepare training mission flight plans.	Maj Tisdale	1 Apr 55
51. Fuel Logs	Prepare training mission fuel logs.	Capt Kimberlin	1 Apr 55
52. Crew Coordination	Prepare a ground school course to substitute for 7 hours of crew coordination training under SAC Reg 50-43, Supplement I, Phase I.	Maj Jenkins	20 Mar 55
53. TO's	Order needed TO 11 F 1-AF-1 for gunnery training. Prepare regulations pertaining to gunnery. Procure gunnery check lists. Prepare gunnery portion of training mission outlines.	Lt. Anderson	1 Apr 55
54. Observer Training	Prepare observer training course to accomplish 51-19 training.	Maj. Jenkins	1 Mar 55
55. Schedules	Establish and publish observer's training schedule.	Lt. Olmsted	1 Mar 55
56. Navigation Equipment	Secure necessary navigation- al training aids and equipment.	Maj Jenkins	1 Mar 55

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>COMPLETION</u>
57. SOP's	Prepare observers SOP's (1) RBS Procedures. (2) Scoring of night Celestial Navigation.	Maj Jenkins	1 Mar 55
	<u>MATERIEL</u>		
58. Organiza- tion	Prepare Organizational and functional charts.	Col Vaughan	Complete
59. Organiza- tion	Assign Individuals to positions	Col Vaughan	Complete
60. Files	Establish required files	Col Vaughan	Complete
61. Supply Expeditor	Establish a supply expeditor system.	Col Vaughan	Complete
62. Ground Equipment	Established a Wing Consolidated ground powered equipment section (reference 15th AF Reg 66-6).	Col Vaughan	Complete
63. Vehicles	Secure vehicle support for Wing Maintenance organization (Reference 15th AF Reg 66-7).	Col Vaughan	15 Mar 55
64. Maint. Orgn.	Establish Wing specialized maintenance activities in accordance with applicable SAC and 15th AF directives.	Col Vaughan	Complete
65. Training Reqr	Select and schedule personnel to attend the Familiarization and Indoctrination Course (SAC Man 27-1).	Col Vaughan	1 Apr 55
66. Training Reqr	Screen available and allocated training to determine any additional training required.	Col Vaughan	Complete

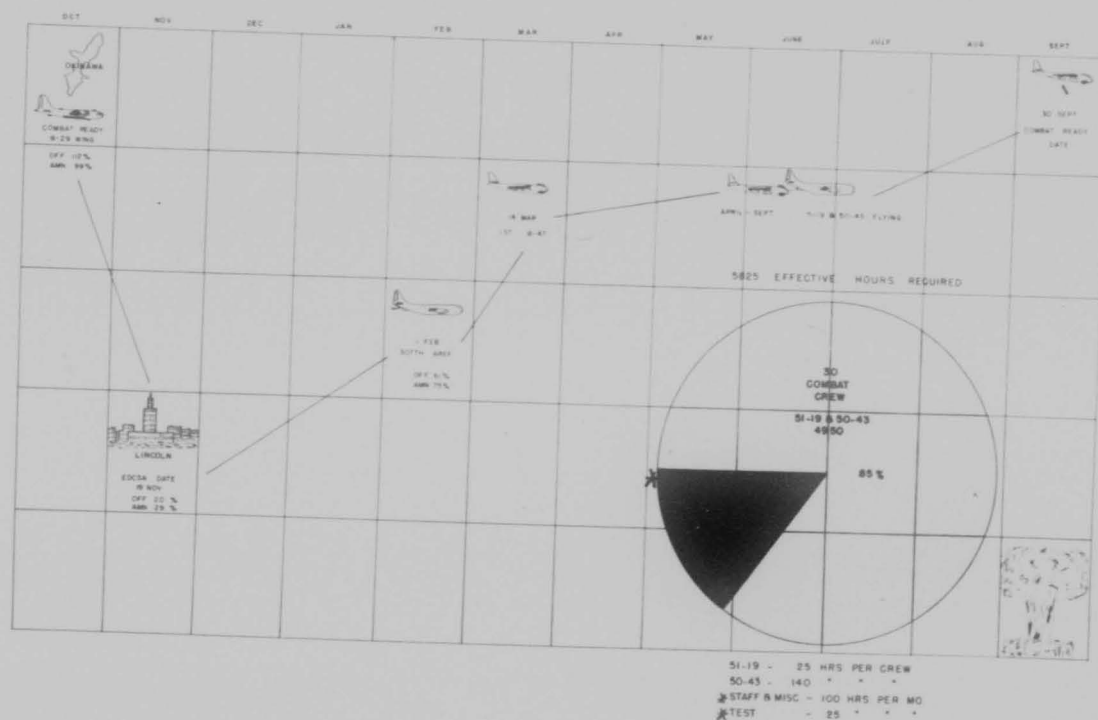
<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>
67. Radar Maintenance	Formulate an inflight maintenance course for all radar operators using the assistance of the Tech Reps. All A&E instruction.	Maj Samuelson	30 Mar 55
68. Stock Lists	Establish bench stock lists, pre-issue, lists, master repairs, and frequently used parts lists from an operational B-47 and KC-97 Unit.	Capt Libby	30 Mar 55
69. Test Stands	Monitor the input and use of portable jet engine test stands and 4360 engine test stands	Maj Mealka	1 Apr 55
70. Single Point Refueling	Establish procedure and check all single point refueling of B-47 and KC-97 aircraft. Prepare and distribute maintenance information letters and assure that all personnel concerned are familiar with these procedures.	Maj Lally	1 Apr 55
71. Training Aids	Fabricate necessary maintenance equipment and training aids that cannot be obtained through normal channels.	Lt Col Lambert	1 May 55
72. Tech. Representatives	Prepare a plan for the utilization of technical representatives, provide suitable office space within the maintenance organization, and monitor and take necessary action on their reports.	Col Vaughan	Complete

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>COMPLETION</u>
73. Flight Test	Establish flight test check lists for B-47 and KC-97 aircraft. Prepare a complete and comprehensive regulation governing all aspects of flight test procedures in accordance with applicable directives.	Maj. Lally	Complete
74. Dock Inspection	Establish procedure and prepare planned inspection of B-47 and KC-97 aircraft in accordance with SAC Manual 66-15. Prepare necessary docks, provide communications, establish dock teams, provide dock stocks, secure sequence charts and cards, and establish procedures implementing referenced SAC Manual.	Maj Johns	15 March
75. Acceptance of B-47's	Establish a plan and procedure for inspection acceptance of incoming B-47 aircraft to include for equipment, records, etc.	W. Chapman	10 March
76. T.O.'s	Acquisition and distribution of Manual for the B-47 and KC-97 to all concerned.	Maj. Lally	15 March
77. Paint	Set up procedure and secure necessary materials to paint aircraft.	Lt. Col Lambert	1 June
78. Parking	Establish and monitor effective aircraft parking plan.	Capt. Maraist	30 March

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAM ED COMPLETION</u>
79. Noise	In coordination with the Wing Surgeon, determine and secure what medical equipment will be required to protect personnel against excessive noises associated with the B-47	Col Vaughan	Complete
80. Supplies	Screen all UAL's for accuracy. Determine shortages of UME and USE.	Capt. Wilson	15 March
81. Supplies	Determine critical items UME & USE. Take necessary action to expedite.	Capt. Wilson	30 May
82. Handbooks	Procure tabs and binders for flight handbooks.	Capt. Wilson	1 April
83. Ear plugs	Schedule and monitor fitting of ear plugs.	Capt. Wilson	15 March
84. Mock-ups	Expedite K System mockups	Capt. Wilson	8 March
85. Parachute Lofts	Secure more loft space for parachutes.	Capt. Wilson	Unknown
86. Supply	Initial issue of local purchase items.	Capt. Wilson	1 June
87. Control Room	GRC 32 for control room	Capt. Wilson	15 March
88. P.E.	Secure critical items of Personal equipment.	Capt. Wilson	1 April

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>
89. Ground Powered Eq	Secure critical items of Ground Power Equipment.	Capt Wilson	1 Apr 55
90. Mock-ups	Secure needed mock-ups and as- sociated equipment: a. K System b. A-5 System c. Radio d. Radar e. M24A1 Cannon f. Auto Pilot g. Camera	Lt Larson	15 Apr 55
91. Tools	Determine requirements and secure necessary tool kits, special tools and test equipment.	Lt Nollenburg	15 May 55
92. Visual	Fabricate or secure necessary visual displays: Maint Supervisor Analysis Material Control Administration Field Maint. Periodic Maint Flight Line	Lt Melvarg	15 Mar 55
93. Publications	Establish necessary file of TO's stock lists and other data.	Capt Randall	1 May 55

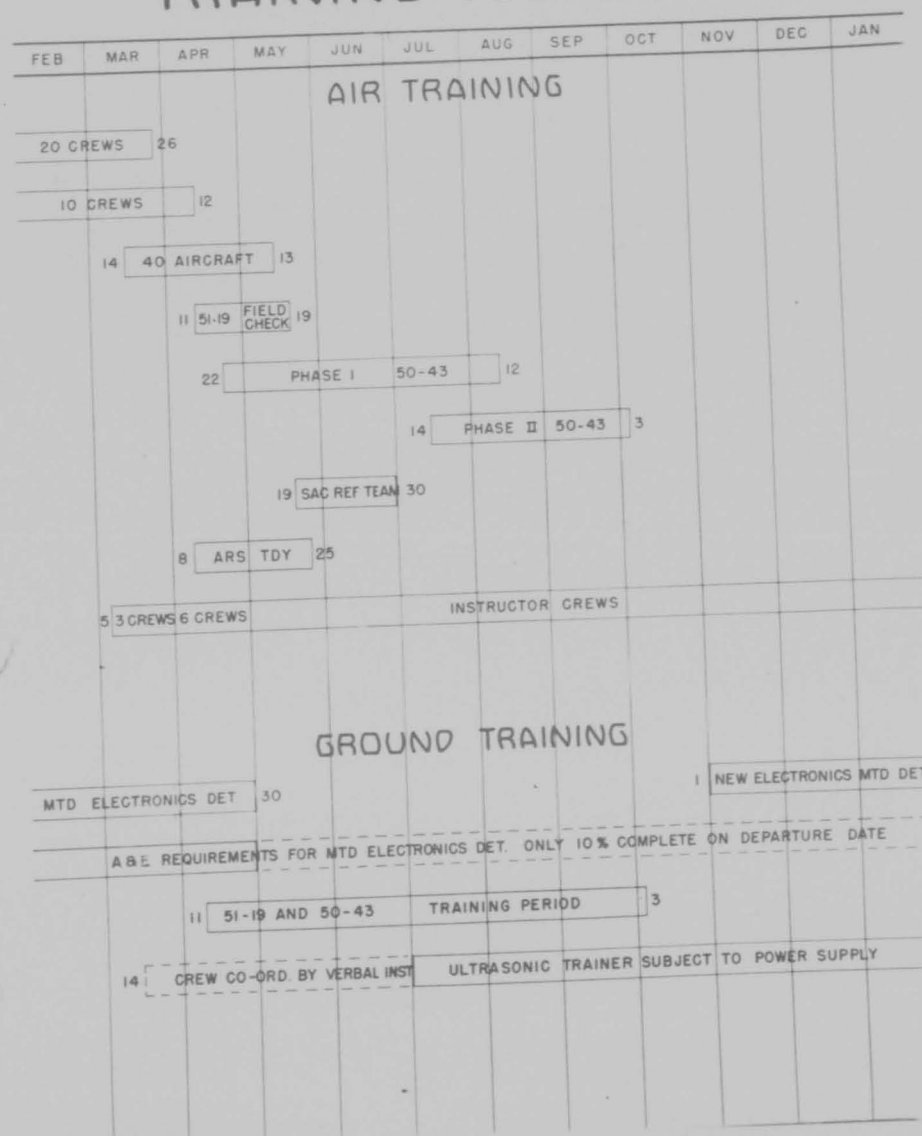
CONVERSION PROGRAM - 307TH BOMB WING (M)



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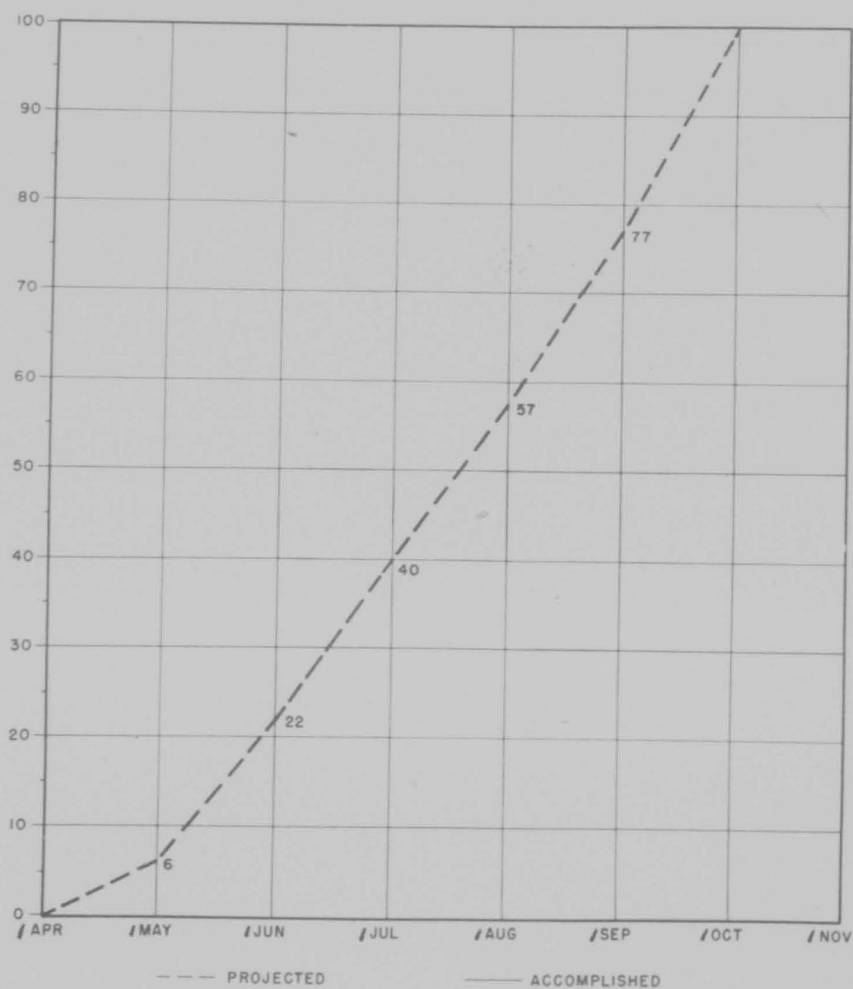
TRAINING FLOW CHART



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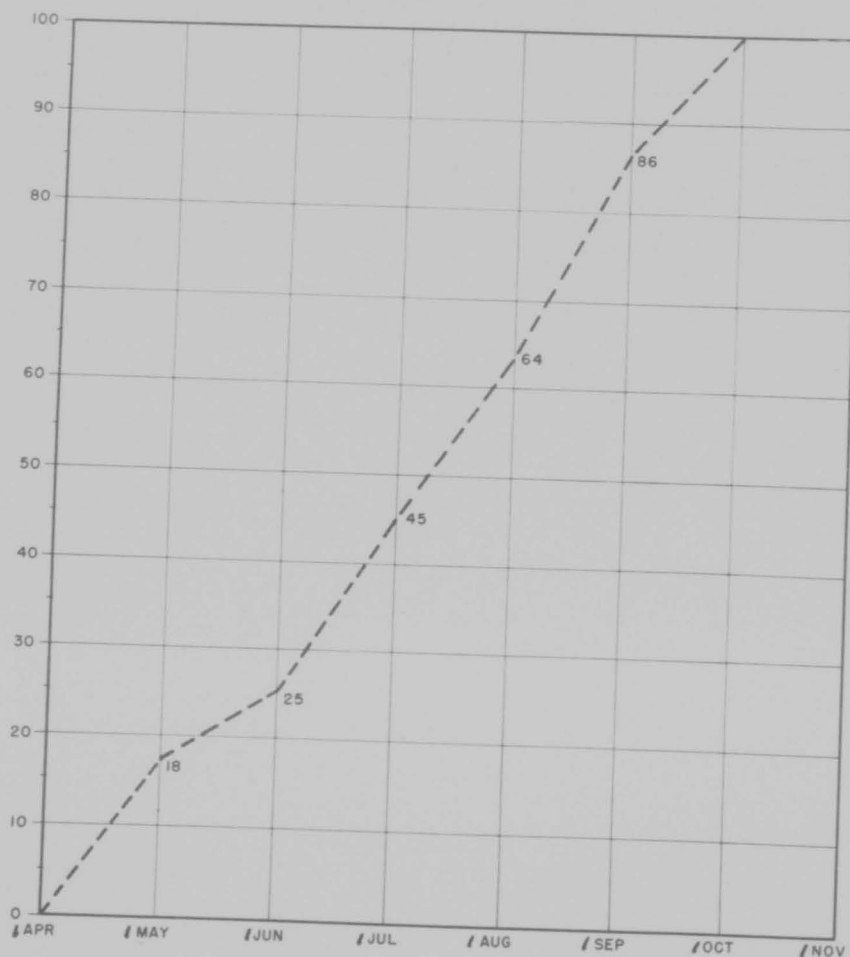
Flying Training ~ % Completed SAC REG 50-43



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Ground Training - % Completed SAC REG 50-43



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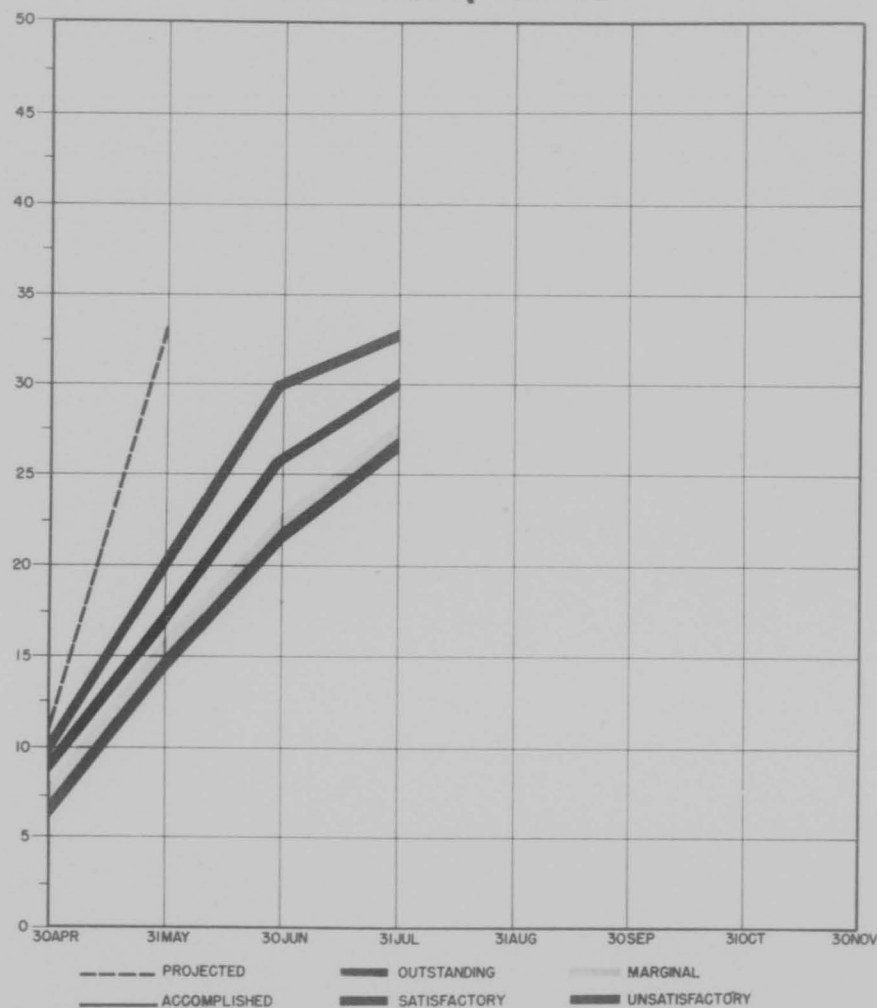
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0053

B-47 Initial Field Check

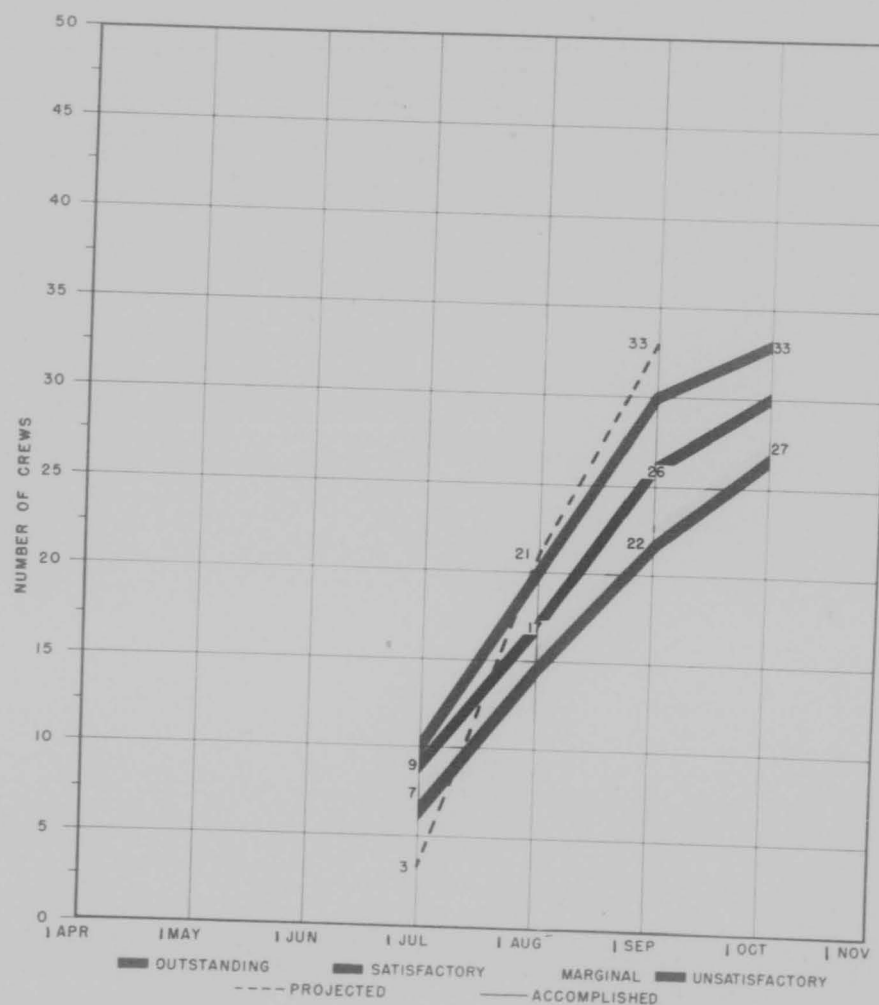
SAC REG 51-19



SSC-1011

0054

In-Flight Refueling Checkout

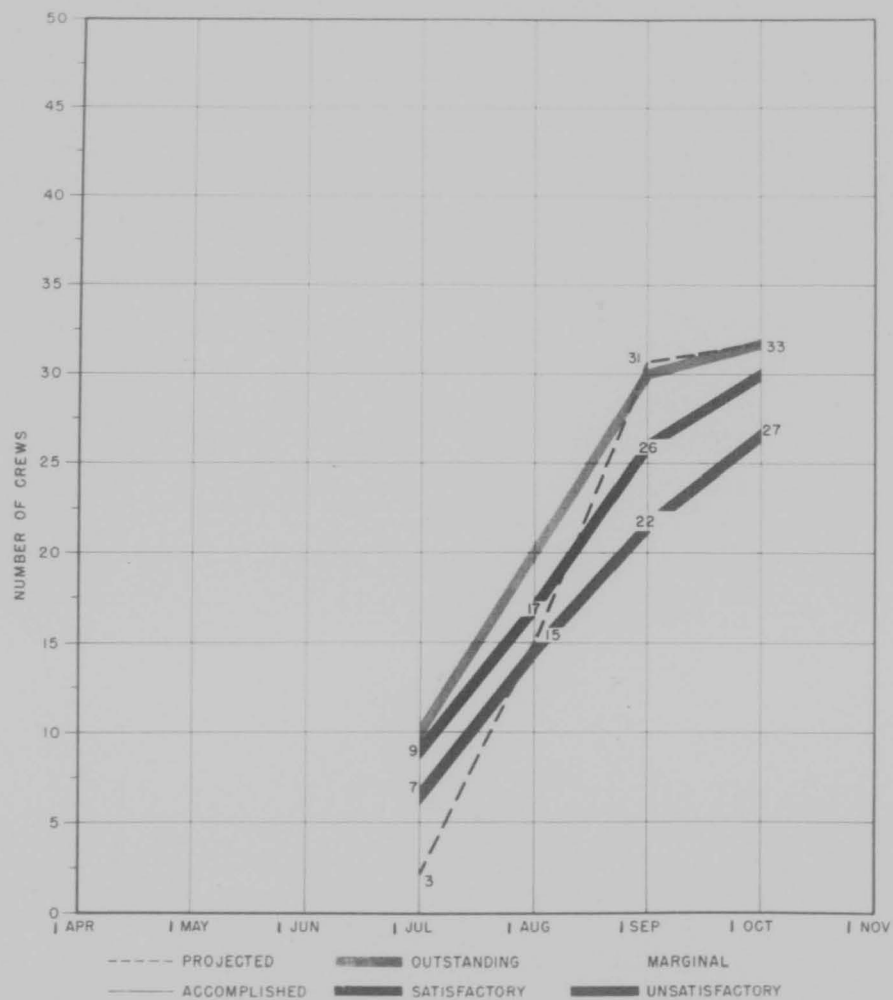


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B-47 Combat Readiness

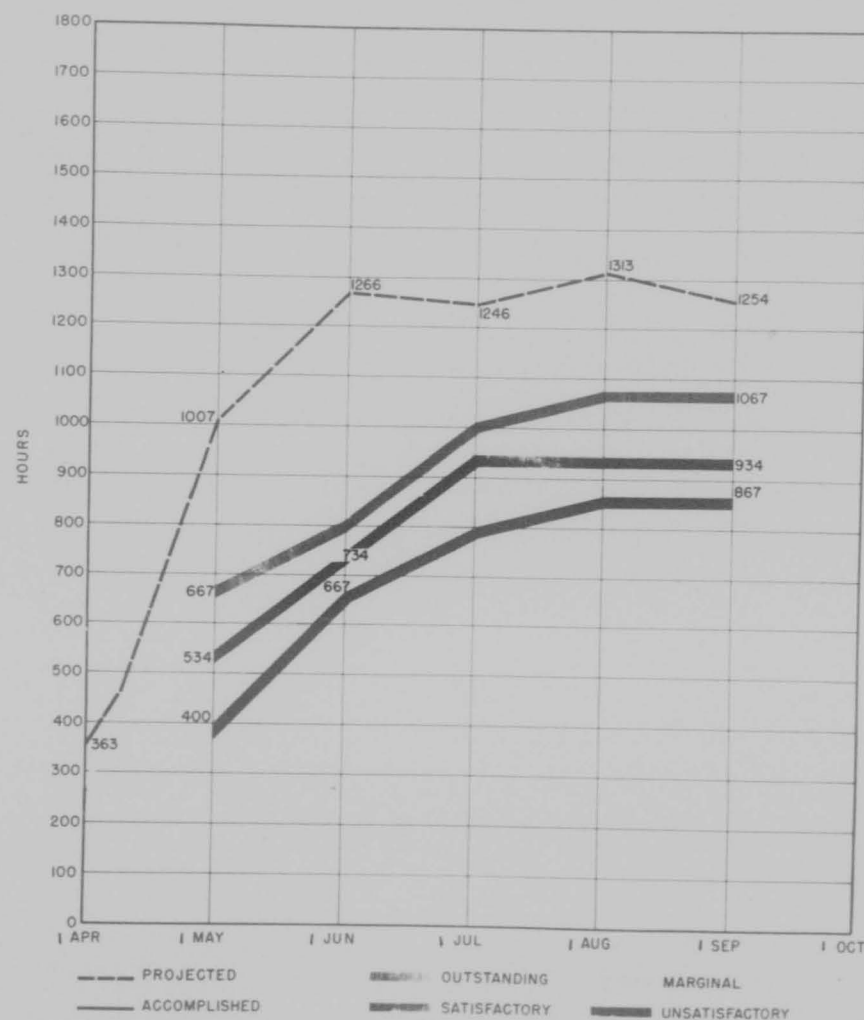
SAC REG 51-19 & 50-43



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B-47 Flying Hours



55C-1011

0057

B-47 TRAINING AIDS

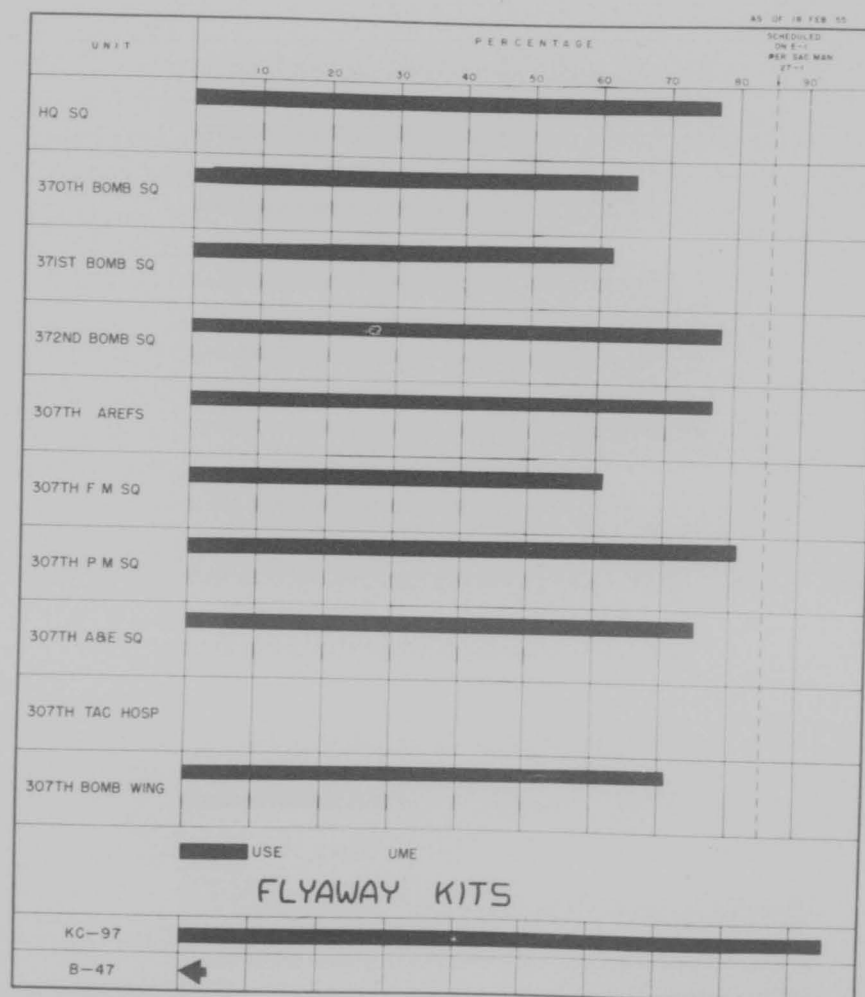
NOMENCLATURE	AUTH OR REQ	ON HAND	DATE EXPECTED
S-6 FLIGHT SIMULATOR	1	1	
★ C-11B JET TRAINERS (GENERAL)	2	2	1 MARCH 1955
P-3 CURTIS TRAINER (B-25 TYPE)	2	0	1 MARCH 1955
C-8 LINK TRAINER (CONVENTIONAL)	1	1	1 MARCH 1955
AN/APQ 13 T1A	1	1	1 MAY 1955
AN/APQ T2A	1	0	15 JUNE 1955
AN/APQ T3	1	1	1 MAY 1955
★ AN/APN T4 LORAN TRAINER	1	1	1 APRIL 1955
OQ RANGE			AVAILABLE SMOKY HILL AFB, UPON REQUEST
AN/APG T1A GUNNERY TRAINER	1	1	1 MAY 1955

★ LACKING POWER UNDER PRESENT FACILITIES

55c-1011

0058

PERCENT OF EQUIPMENT ON HAND



55-404

0059

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 84)

21 December 1954

REORGANIZATION OF FIFTEENTH AIR FORCE ARMAMENT AND ELECTRONICS
MAINTENANCE SQUADRONS. 1. Effective 1 January 1955, the following
units are reorganized, as indicated:

Unit	T/O	Authorized Strength	Officers	Warrant Off	Airmen
Armament and Electronics Maintenance Squadrons 9, 22, 40, 43, 98, 303, 307, 310, 320	1-7170 F-3 1 July 1954 1 x Parts II, IIIA	12	1 (each)		321

2. Equipment is authorized by letter cited in paragraph 1,
below.

3. Appropriate remark will be entered in the organizational
status table of the morning report in accordance with AFM 171-6, as
amended.

4. Authority: Letter, Department of the Air Force, AFOMO 469j,
subject: "Reorganization of the 9th Armament and Electronics Main-
tenance Squadron and Certain Other USAF Units," 8 December 1954.

5. This confirms message, this headquarters, DFMA 43128, 13
December 1954.

BY ORDER OF THE COMMANDER:

OFFICIAL:

(SEAL)

R. M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

GLEN F. HELL
Colonel, USAF
Adjutant

DISTRIBUTION:

B

HEADQUARTERS
84TH AIR DIVISION (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

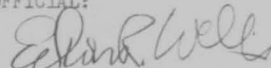
GENERAL ORDERS)
NUMBER 2)

29 January 1955

ATTACHMENT OF 307TH AIR REFUELING SQUADRON, MEDIUM.--The 307th Air Refueling Squadron, Medium, 307th Bombardment Wing, Medium, is relieved from attachment 98th Bombardment Wing, Medium, Lincoln Air Force Base, Lincoln, Nebraska, effective 1 February 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:



EDWIN R. WELLS
CAPT, USAF
ADJ

EDWIN R. WELLS
CAPT, USAF
ADJ

DISTRIBUTION:
"B"

0061

CONFIDENTIAL

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

31 March 1955

SUBJECT: Monthly Programming Plan Report (RCS: 15-U9)

TO: Commander
Fifteenth Air Force
ATTN: Comptroller
March Air Force Base
California

1. Personnel Status:

a. Manning levels of the Wing are:

	<u>Officers</u>	<u>Airmen</u>
Numerical	66%	86%
Effective	65%	50%

b. The low effective manning figure for airmen reflects the imbalance in skill levels resulting from former manning restrictions. It includes shortages in the 7 & 5 level in the following career areas which are considered critical:

	<u>Area</u>	<u>Auth</u>	<u>Assigned</u>	<u>Effective</u>	<u>% Effective</u>	<u>Proj Input</u>
	32	145	7	7	5%	5
	42	117	38	38	32%	4
Total	43	589	321	275	47%	2
B-47	43	341	133	133	39%	

c. The effective skilled personnel consist largely of the Maintenance Package which returned from school coincident with the arrival of the first aircraft.

d. Anticipated losses in the 70 (Administrative and Personnel) career field will reduce this area to 69% manning in May.

e. Twenty combat crews returned from ATRC school at Wichita 28 March and entered SAC Regulation 50-43 training.

2. Progress of Crew Training: All pilots returned were entered into training immediately. Approximately 2% of SAC Regulation 50-43 training is completed. Status of crew observer training is as follows:

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- 15 Completed SAC Reg 51-19 training.
- 11 In SAC Reg 51-19 training at Lincoln AFB.
- 8 In training at McConnell AFB (TDY)

a. A classroom program has been prepared to accomplish crew coordination training, due to the non availability of ultrasonic trainers.

b. The T-1 (Gunnery) trainer for co-pilots is not in operation. Projected in-commission date is 5 April.

c. Quotas for physiological indoctrination, gunnery range (Oq) and gunnery trainer have been requested from Smoky Hill AFB and Camp Phillips.

d. Due to non-availability of a Wing Special Weapons Officers to date a special weapons training program required by SAC Reg 50-43 has not been established. One squadron officer is currently attending the ABC Delivery course at Randolph AFB, and another will start 17 April. These officers will not satisfy the requirement for an experienced Wing Special Weapons Officer.

e. A detailed training directive for April has been prepared and distributed.

f. The ground training office has prepared a three hour indoctrination in B-47 noise hazards to be presented to all crew prior to flight.

g. The flying Safety Officer has prepared a three hour indoctrination which was presented to all ground crew personnel.

h. Full qualification of three potential instructor crews assigned this wing has not been completed. Their program included ferrying of aircraft to build up requisite flying time. A definite plan to complete back seat landings in early April is being followed. A request for a waiver of the total time requirement will be necessary for these crews to start instructor duties on programmed date of 11 April.

i. During March, 11 training (field check and IP checkout) flights were scheduled, for a total of 49 1/2 hours. Seven were flown for a total of 45 hours. Heavy maintenance required on aircraft received coupled with a low maintenance experience level was the major cause of loss of sorties.

3. Progress of Maintenance Training:

a. B-47 MTD training status:

<u>Area</u>	<u>No. Completed</u>	<u>No. in Training</u>
Electronics	61	118
General Maintenance	52	77
Aircraft General	42	25
Total	155	214

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b. Of the electronics men in training the following are TDY to March AFB.

<u>Course</u>	<u>Number of Persons</u>
K System	20
Basic Electronics	35
A-5 System	12

c. Forty one (41) are in courses at Lincoln AFB. Due to the scheduled departure of B-47-5 MTD (Electronics) on 1 May it is essential that continued quotas at other bases be made available.

d. The timing of the return of the Maintenance Package and Staff and crew members from schools, precluded the accomplishment of the B-47 Familiarization and Indoctrination in the programmed manner. A plan is being developed to accomplish this training in increments to avoid prejudicing our operational training program.

4. Supply and Equipment Status:

a. Nine of fourteen scheduled aircraft were delivered during March.

b. Present UME and USE on hand is:

<u>SQUADRON</u>	<u>UME</u>	<u>USE</u>
HQ	63	67
370th	59	72
371st	63	62
372nd	63	77
307th AREFS	51	78
307th F.M.	44	74
307th P.M.	67	78

- (1) Major Materiel shortages areas are:
 17B - hand tools
 Special Tools
 Test equipment, Multimeters & "K" Testing.
 K mock-up components
 50 ton Jacks

c. K system mock ups, although received, are incomplete. This is delaying proper training of K maintenance personnel.

5. The following potentially serious problem areas are noted:

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a. K-System Maintenance: 5 and 7 level in this field is 5% effectively manned. 3 level is over manned to 1007%. Nonavailability of a separate building for A&E will continue to hinder A&E activities due to overcrowding.

b. Special Weapons: Two officers presently in training will be used for Squadron Special Weapons Officers. This in no way obviates the need for a qualified Wing Special Weapons Officer.

c. If aircraft deliveries continue to fall behind the projected schedule it will adversely affect the accomplishment of programmed objectives.

6. Readiness date: Headquarters 15th Air Force publication "Commanders Analysis", dated 19 March 1955 reflects a readiness date for this wing that is not consistent with that upon which the Wing's Programming Plan is based. It is believed that the date shown in the cited reference is based on the originally programmed equipping date.

7. Recommendations:

a. Accelerate the input rate of 5 and 7 level airmen, particularly in the 32, 42, and 43 career fields.

b. Provide this wing with a fully qualified Special Weapons Officer.

8. The status of individual programming plan projects is contained in Inclosure I. Projects previously listed as complete have been omitted. New projects have been added.

9. Progress charts are not included because activities are programmed to start in April.

1 Inclosure:
Projects assigned to
Wing Staff Programming
Plan 1-55

s/LOUIS G. THORUP
LOUIS G. THORUP
Colonel, USAF
Commander

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HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base
Lincoln, Nebraska

31 March 1955

PROJECTS ASSIGNED TO WING STAFF
PROGRAMMING PLAN 1-55

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<u>SUBJECT</u>	<u>PROJECT</u>	<u>PERSONNEL MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
4. Crews (A/C &P)	Submit requisition to 15th AF for Pilot personnel to bring Wing up to authorized manning.	Maj. Erspamer	Held in Abeyance	Higher Hq. Programming
7. Non-crew Officer Training	Coordination with D/O determine training requirement for officers such as flying safety, Atomic Weapons Officer, Performance Engineer, etc.	Capt. Steifman	15 Apr 55	Requirements determined and submitted to higher headquarters. Personnel not available to meet requirement other than Flying Safety.
8. Maintenance Package, Air- men (43 Car- eer Field)	Prepare lists of all personnel 43 Career Field who are eligible for B-47 training and plan training schedule in accordance with quotas furnished 15th Air Force.	Maj. Erspamer	Continuous	Complete. Presently assigned personnel programmed for B-47's entered in school.
9. Armanent & Electronics	Survey and determine training requirements for A&E personnel.	Capt. Steifman	15 Apr 55	Completed.
10. Training requirements for Famil- iarization course	Conduct survey of all personnel available as listed in SAC Manual 27-1, needing Familiarization Courses and obtain Training quotas from 15th AF.	Maj. Erspamer	15 Apr 55	Survey 95% completed. Study of availability of personnel being made. Completion date changed to 15 April.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
12. Airmen Manning	Train personnel to be	Maj. Erspamer	20 Mar 55	Completed.
13. OJT	Develop program of OJT for all personnel.	Maj Erspamer	Continuous	Presently assigned personnel in training - program continuing.
14. Administra- tion	Organize the Directorate and prescribe administra- tive procedures. (1) Prepare organizational and functional charts. (2) Assign individuals to positions. (3) Define areas of res- ponsibility. (4) Establish sectional SOP's.	<u>OPERATIONS</u> Col Christy	1 Apr 55	Complete
		Lt.Col Showalter	1 Apr 55	Organizational chart complete Functional chart in work.
		Col Christy	1 Apr 55	Completed.
		Col Christy	1 Mar 55	Completed.
		Lt. Col Showalter	1 Apr 55	Complete as to requirements of this date.
15. Training Requirements	Screen pertinent USAF, SAC, 15th AF and 818 Air Division directives to determine the training requirements in each speciality area.	Major Paxton	1 Apr 55	Completed.

<u>SUBJECT:</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
16. Training Program	Assemble the training requirements into a co-ordinated training program. (1) Furnish squadrons with complete training programs and schedules.	Maj Paxton	1 Apr 55	Complete
17. Training Reports	Establish the reporting procedures and formats to be used in monitoring Wing training programs to determine status of training and provide information for necessary reports to higher headquarters.	Maj Paxton	20 Mar 55 1 Apr 55	Complete for April. Continuing requirement. E-47 and KC-97 mission accomplishment forms, wall charts being reproduced.
18. Combat Readiness	Determine the requirements and procedures to be used to determine combat readiness of individuals, crews, and units.	Col Christy	15 Mar 55	Project is in work. Revised completion date established as 15 April.
19. Flight Checks	Establish check out procedures for flight crews.	Capt. Pope	20 Mar 55	Completed.
20. Flying Memos	Prepare, necessary operational directives concerning traffic pattern, instrument training and flying training missions.	Maj Tiedale	1 Apr 55	Directives of higher headquarters considered adequate for instrument training and traffic pattern. Training guide draft completed covering flying training missions. Est completion - 10 April.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
21. School Quotas	In coordination with the Director of Personnel, select and prepare a schedule of individuals to meet school quotas.	Col Christy	As Requested	Completed for quotas received.
22. School Quotas	Coordinating with the Director of Personnel, determine the requirements for additional school quotas.	Col Christy	15 Mar 55	Completed.
23. Ground Training	Prepare a program of crew ground training to include MID, Simulator, ground checks in aircraft, emergency procedure examination.	Maj Faxton	15 Mar 55	Completed.
24. Check Lists	Prepare training charts of instrument procedures for inclusion in pilots check lists.	Maj Tisdale	20 Apr 55	Completed - being redone. New completion date - 20 Apr.
25. Check Lists	Prepare a chart of alternate and emergency fields for inclusion in pilots check lists.	Capt. Fope	20 Apr 55	Completed.
26. Instructors	Prepare a program for most effective use of B-47 instructor pilots.	Maj Tisdale	15 Mar 55	Completed.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
27. Coordination	Coordinate with 98th Bomb Wing & 818th Air Division on: (1) Air Traffic control procedures. (2) Ground aircraft procedures (3) Mission scheduling where use of facilities is likely to conflict. (4) Training schedules where common facilities are utilized such as simulator, MTD.	Maj Paxton	Continuous	Current. continuing requirement.
28. Flying Safety	Develop a forceful flying safety program.	Maj Herridge	Continuous	Program prepared and in use. Continuing requirement.
29. Check Lists	Prepare line speed charts	Capt Kimberlin	10 Mar 55	T.O. and Tech Pamphlet charts considered adequate.
30. Publications	Obtain necessary pilots handbooks and T.O.'s for issue to each pilot.	Capt Pope	Unknown	470 requisitioned 5 per sq received follow-up action taken.
31. Check Lists	Obtain requisite check lists (15 AF) and assemble them.	Maj Paxton	15 Mar 55	Completed.
32. Crew Logs	Determine need format, procedures, for logs and crew reports.	Lt Col Showalter	20 Mar 55	Higher Hq directives considered adequate.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
33. Briefings	Establish mission briefing and de-briefing procedures, check lists, and reports.	Maj Paxton	20 Mar 55	Higher Hq Manual
34. Training Missions	Prepare detailed flying training mission requirements to accomplish SAC Reg 50-43	Maj Tisdale	15 Mar 55	Completed.
35. Control Room	Establish Wing Control Room	Lt. Albrecht	30 Apr 55	Completed on temporary basis. Work orders submitted for permanent installation
36. Standboard No standboard designated for Wing or Squadron	Establish Standboards, Bomber and Refueling. (1) Establish standboard files and Records (2) Establish Combat Crew Guides. (3) Establish PIF's	Lt Col Showalter Capt. Pope Capt. Pope	15 Mar 55 1 Apr 55 20 Mar 55	Completed. Completed in draft form Publication date - 20 Apr In work. Projected completion - 20 Apr
37. MID	Determine training available from MID, and provide for any additional requirements.	Maj Dorothy	10 Mar 55	Completed. Courses determined. Quotas obtained. Quota for electronic MID obtained at other bases in anticipation of electronics MID departure 1 May.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
381. Flying Schedules	Prepare projected flying schedules to determine IF requirements, refueling requirements and sorties required.	Maj Tisdale	21 Apr 55	Completed.
391. Forms	Prepare observers records and forms.	Major Jenkins	15 Apr 55	Complete
40. Briefing Room	Prepare Briefing Room	Lt. Seaward	1 Apr 55	Work orders submitted action held up pending funds.
41. F-2	Prepare F-2 cards for wing personnel	Lt. Seaward	1 May 55	75% completed - est. completion - 1 June.
42. Intell. Training	Establish Intelligence Training Program.	Lt Francis	1 May 55	Action deferred, pending return from school of Lt. Francis. Est Completion - 1 May.
43. Geneva Conv. Cards	Obtain Geneva Convention Cards for aircrew personnel.	Lt. Seaward	1 Jun 55	Material on requisition by Base Provost Marshal
44. Target Folders	Prepare Target Folders.	Lt. Seaward	1 Apr 55	30% completed. Delayed by shortage of material
45. Maps and Charts	Requisition needed maps and charts.	Lt. Seaward	15 Mar 55	Complete.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
46. Reading Room	Establish an Intelligence Reading room.	Lt. Seaward	1 May 55	In abeyance. No space available.
47. Check Lists	Assemble sample aircrew checklists to determine format and contents.	Capt. Pope	10 Mar 55	Completed.
48. Check Lists	Prepare approved check lists.	Capt. Pope	15 Mar 55	Completed.
49. Training Missions	Prepare training mission outlines.	Maj Tisdale	1 Apr 55	Missions outlined in SACR 50-43 to be utilized, except refueling. Refueling missions suggested by SAC refueling team will be used.
50. Flight Plans	Prepare training mission flight plans.	Maj Tisdale	1 Apr 55	No action taken. To be done by individual squadron.
51. Fuel Logs	Prepare training mission fuel logs.	Capt Kimberline	1 Apr 55	No action taken. To be done by individual squadron.
52. Crew Co-ordination	Prepare a ground school course to substitute for 7 hours of crew coordination training under SAC Reg 50-43, Supplement 1, Phase I.	Maj Jenkins	20 Mar 55	Completed.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
53. TO's	Order needed TO II F 1-AF-1 for gunnery train- ing. Prepare regulations pertaining to gunnery. Procure gunnery check lists. Prepare gunnery portion of training mission outlines.	Lt. Anderson	1 Apr 55	Completed TO's not received.
54. Observer Training	Prepare observer training course to accomplish 51-19 training.	Maj Jenkins	1 Mar 55	Completed.
55. Schedules	Establish and publish observer's training schedule.	Lt. Olmsted	1 Mar 55	Completed.
56. Navigation Equipment	Secure necessary navigational training aids and equipment.	Maj Jenkins	1 Mar 55	Completed. requisitioning action - supplies, coming in.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>COMPLETION</u>	
57. SOP's	Prepare observers SOP's (1) REC Procedures (2) Scoring of night Celestial Navigation	Maj Jenkins	1 Marq55	Completed, higher Hq directives to be utilized.
		<u>MATERIEL</u>		
63. Vehicles	Secure vehicle support for Wing Maintenance organization (reference 15 AF Reg 66-7)	Col Vaughn	15 March	Completed
65. Training	Select and schedule person- nel to attend the Familiar- ization and Indoctrination Course (SAC Man 27-1)	Col Vaughn	15 April	Listr submitted schedule of availability being coordinated Est. completion 15 April
67. Radar Maintenance	Formulate an inflight maint- enance course for all radar operators using the assistance of the tech reps. All A&E instruction.	Maj Jenkins	30 April	Preliminary studs completed Estimate completion 30 April
68. Stock Lists	Establish bench stock lists, pre-issue, lists, master repair, and frequently used parts lists from an operational E-47 and KC-97 Unit.	Capt Libby	30 March	Completed
69. Test	Monitor the input and use of portable jet engine test stands and 4369 engine test stands.	Maj Mealka	1 April	4360 stands completed Jet stands awaiting issue of flat bed trailer. This is on emergency requisition.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
70. Single Point Re- fueling	Establish procedure and check all single point refueling of B-47 and KC-97 aircraft. Prepare and distribute maintenance information Letters and assure that all personnel concerned are familiar with these procedures.	Maj. Johns	15 Apr	Higher Hq & 318th A Div Procedure and checklists will be used. Each crew chief to be given supervised refuelings. Est Completion 15 Apr.
71. Training Aids	Fabricate necessary maintenance equipment and training aids that cannot be obtained through normal channels.	Lt.Col Lambert	1 May	Present requirements completed except wheel checks which are being evaluated.
74. Dock Inspection	Establish procedure and prepare planned inspection of B-47 and KC-97 aircraft in accordance with SAC Manual 66-15. Prepare necessary docks, provide communications, establish dock teams, provide dock stocks, secure sequence charts and cards, and establish procedures implementing referenced SAC Manual.	Maj Johns	15 March	Complete except sequence cards and charts. Master sets available and being reproduced.
75. Acceptance of B-47's	Establish a plan and procedure for inspection acceptance of incoming B-47 aircraft to include 263 equipment, records, etc.	WO Chapman	10 March	Completed
76. T.O.'s	Requisition and distribute -1 Manual for the B-47 and KC-97 to all concerned.	Maj. Lally	UNK	470 Requisitioned. 5 per sq received. Follow up action being taken.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
77. Paint	Set up procedure and secure necessary material to paint aircraft.	Lt. Col Lambert	1 June	Held in abeyance pending receipt of change to current directives. Gg colors being painted on.
78. Parking	Establish and monitor effective aircraft parking plan.	Capt. Maraist	30 March	Plan formulated, interim plan in use pending displacement of AIG and Navy Res. Aft.
79. Noise	In coordination with the Wing Surgeon, determine and secure what medical equipment will be required to protect personnel against excessive noises associated with the E-47.	Col Vaughan	Complete	Complete
80. Supplies	Screen all UAL's for accuracy Determine shortages of UME and USE.	Capt. Wilson	15 March	Complete
81. Supplies	Determine critical items UME & USE. Take necessary action to expedite.	Capt. Wilson	30 May	
82. Handbooks	Procure tabs and binders for flight handbooks.	Capt. Wilson	1 April	FR submitted by Base supply. 24 Feb. Follow up 23 Mar indicated property expected daily.
83. Ear Plugs	Schedule and monitor fitting of ear plugs.	Capt. Wilson	15 March	Completed for presently assigned personnel.
84. Mock-ups	Expedite K System mockups	Capt. Wilson	8 March	Completed requisitioning action follow up will continue.

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
85. Parachute Lofts	Secure more loft space for parachutes.	Capt. Wilson	Unknown	Available information indicated JNG will vacate only available loft 15 Apr.
86. Supply	Initial issue of local purchase items.	Capt. Wilson	1 June	80% complete
87. Control Room	GRC 32 for control room	Capt. Wilson	15 March	Complete
88. P.E.	Secure critical items of Personal equipment	Capt. Wilson	1 April	80% complete. Unable to obtain requisite large sites
89. Ground Powered Eq-	Secure critical items of Ground Power Equipment	Capt. Wilson	1 April	71% complete.
90. Mock-ups	Secure needed mock-ups and associated equipment: a. K System b. A-5 System c. Radio d. Radar e. M24A1 Cannon f. Auto Pilot g. Camera	Lt. Larson	15 April	Mock-ups being fabricated completion depending on supply of component.
91. Tools	Determine requirements and secure necessary tool kits, special tools and test equip.	Lt. Mollenburg	15 May	17B Hand tools short pending local purchase funds. Test equipment critical 65% on hand.
92. Visual	Fabricate or secure necessary visual displays: Maint Supervisor Analysis Material Control Administration Field Maint	Lt. Melvarg	15 March	completed

<u>SUBJECT</u>	<u>PROJECT</u>	<u>MONITOR</u>	<u>PROGRAMMED COMPLETION</u>	
93. Publications	Establish necessary file of TO's stock lists and other data.	Capt. Randall	1 May	Files established, many TO's not received. Follow up action being taken.
94. B-47 Periodic Inspection	Procure facilities for performance of inspections to include lights, pressure air and maintenance stands suitable for B-47 inspections. Completion date 15 April 1955.	Maj. Mitchell	15 Apr	
95. Special Tool Enclosures. Hangar #998.	To provide security for KC-97 & B-47 special tools and dock stock. Work order to A.I.O.	Maj. Mitchell	15 Apr	Work Order to A.I.O. 19 Jan 55
96. Weapons Storage locker room	Work order to A.I.O. 10 Jan 55. Locker room located in bldg 1032.	Maj. Mitchell	1 May	Follow-up made 24 Mar 55.
97. Security Passes	Necessary forms completed on all officers and airmen and forwarded to Air Base security section.	Maj. Mitchell	10 Apr	

GO NR 38, HQ, 337TH BOMB. (M) is the last of the series for 1954.

HEADQUARTERS
337TH BOMBARDMENT WING (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDER 1

11 January 1955

NUMBER 1

1. ASSUMPTION OF DUTY: Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 337th Bombardment Wing, He Bom (SAC), during the temporary absence of COLONEL LOUIS G. THOMPSON, 1392A.

1
Colonel, USAF
JENNETT C. HARTIN JR.
Colonel, USAF
Commander

HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDER)
NUMBER 2)

23 February 1955

1. ASSUMPTION OF COMMAND: Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 307th Bombardment Wing, Medium (SAC), during the temporary absence of COLONEL LOUIS G. THORUP, 1393A, vice COLONEL ERNEST C. HARDIN JR., 8211A, relieved.

Ralph G. Vaughan
RALPH G. VAUGHAN
Colonel, USAF
Commander

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HEADQUARTERS
307TH BOMBARDMENT WING MEDIAN (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDER)
NUMBER 3)

26 February 1955

1. ASSUMPTION OF COMMAND: Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 307th Bombardment Wing, Median (SAC), during the temporary absence of COLONEL LOUIS C. THORUP, 1393A, vice COLONEL RALPH C. VANDEMAN, AC113983, relieved.

s/LEONARD C. HARDEN JR.
Colonel, USAF
Commander

'THIS IS A CERTIFIED TRUE COPY'

Robert W. Gopple
ROBERT W. GOPPLE
Capt, USAF
ADJ

0083

HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDER)
NUMBER 4)

15 March 1955

1. ASSUMPTION OF COMMAND: Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 307th Bombardment Wing, Medium (SAC), vice COLONEL ERNEST C HARDIN JR., 8211A, relieved.

Louis G. Thorup
LOUIS G THORUP
Colonel, USAF
Commander

0084

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

WING COMMANDERS REMARKS

PART IV

AIR TRAINING REPORT FOR MONTH OF FEBRUARY

(RCS: 4-SAC-T12)

1. This wing has arranged with the 98th Bombardment Wing to provide an instructor crew during the month of March. This additional crew will provide the Air Refueling Squadron with four (4) instructor crews which will enable them to schedule more 51-19 missions. Continued emphasis will be placed on crew upgrading.

2. Projected flying hours for the month of March has been increased to effect loss of effective training hours due to weather and standby for "Operation Openmind". It is estimated that a 100 hours of effective training could have been realized toward non combat crew training had the requirement for "Openmind" not existed. Of the 39 hours actually expended, training was accomplished by combat ready crews due to the mission requirements.

ERNEST C. HARDIN JR.
Colonel, USAF
Commander

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307TH AIR REFUELING SQUADRON M
LINCOLN AIR FORCE BASE
Lincoln, Nebraska

3 AFS

3 March 1955

SUBJECT: Squadron Commanders Remarks Refueling Air Training Report

TO: Commander
307th Bombardment Wing M
Lincoln Air Force Base
Lincoln, Nebraska

SECTION H - Squadron Commanders Remarks - Part III

- a. Hours flown on missions directed by higher Headquarters:
 - (1) 9:55 hours were flown ferrying aircraft.
 - (2) 39:15 were flown on project "OPEMIND".
- b. Weather and local conditions:
 - (1) 122:30 hours were lost due to freezing rain and below minimums weather.
- c. There were no restrictions imposed by SAC or AMC that affected training.
- d. Combat crew member gains and losses:
 - (1) Gains:
 - (a) Three (3) Engineers.
 - (b) One (1) Refueling Operator.
 - (c) Two (2) Navigators.
 - (2) Losses:
 - (a) One (1) Engineer, pending transfer.
 - (b) One (1) Engineer, pending discharge.
 - (c) One (1) Refueling Operator, pending discharge.
 - (d) One (1) Engineer, failure to qualify.

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307th ARS, LAFB 3APS Subj: Squadron Commanders Remarks Refueling Air
Training Report (RCS: 4-SAC-T12)

- (e) Two (2) Navigators, replaced by more qualified observers.
- e. Crew member changes:
 - (1) Four (4) Flight Engineers.
 - (2) One (1) In-Flight Refueling Specialists.
 - (3) Two (2) Navigators.
- f. No new Crews were formed.
- g. The following Crew status changes occurred during February:
 - M08 to T08, 21 Feb 55, upgraded.
 - M11 to T11, 21 Feb 55, upgraded.
 - M13 to T13, 21 Feb 55, upgraded.
 - M14 to T14, 21 Feb 55, upgraded.
 - M19 to T19, 24 Feb 55, upgraded.
- h. The Wing Air Refueling Standardization Board Crew is T01.
- i. Additional personnel and material problems:
 - (1) The Adjutant's duties are being performed by an air crew member. This has hampered operation to some extent because of inexperience, and has detracted from fulfilling training requirements in his own specialty.
 - (2) This organization has not progressed satisfactorily for the second month in succession with its combat crew training program. This was mainly caused by a lack of sorties and flying time. The 307th Air Refueling Squadron flew a total of 405 hours against an allocation of 560 hours. The Shortage was caused by weather (122 hours) and standby for operation "Openmind". It is estimated that 100 hours of flying time was lost because of the standby required for 6 aircraft and the short duration of the sorties flown on this mission.
 - (3) The problem of checking out aircraft performance engineers continues to be perplexing, precluding the upgrading of combat crews. During this month two (2) engineers who were fully qualified were lost to the crews. One (1) who had previously indicated intentions of reenlisting is going to accept a discharge, the other is being transferred to OCS. One (1) engineer was removed from a crew for lack of proficiency. In addition to the losses in February, one (1) engineer who had indicated intentions of reenlisting, is to be discharged the 3rd of March 1955.

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307th ARS, IAFB 3ARS Subj: Squadron Commanders Remarks Refueling Air
Training Report (RCS: 4-SAC-T12)

An additional engineer has indicated he will not reenlist in April and will be lost to a combat ready crew at that time. A third engineer is having considerable difficulty in checking out and will in all probability have to be replaced the first (1st) of March 1955. This squadron is scheduled to receive additional engineers in March, however due to the short time remaining prior to scheduled deployment it is felt these engineers will not be fully qualified prior to deployment.

j. SAC Minimum Training Requirements not accomplished:

(1) 232 hours were flown by non-combat ready crews as compared to 109 hours flown by combat ready crews. Instructor personnel and flying time were not available to give each non-combat ready crew its required time in accordance with SAC Reg 50-8. Four non-ready crews did not fly the required 30 hours for February due to the reason stated above, although priority has been given to these crews.

(2) Credit for considerable numbers of wet hookups could not be taken because of the requirement of support to the 55th Strat Recon Wing. Ref 15th AF MSG, DOTF 12459, 17 Feb 54. Total hook ups requested in accordance with this msg is as follows:

*Total hook ups 638: Wet hook ups, 65; dry hook ups 573; Total fuel transferred 542,220 lbs. This effort has further precluded the accomplishment of 50-8 minimums. However, this requirement has materially benefited the check out program of non-ready crews and boom operators of this unit.

k. Two non-combat ready crews are capable of deploying.

l. See Item j.

n. No Comment.

o. The following information is submitted in accordance with Fifteenth Air Force message DOQT 5533, 6 January 1955.

(1) Seven Record Day Celestial Navigation legs - CEA 12.2 miles.

(2) Three Record Grid Navigation legs - CEA - 9.4 miles.

EVERETT E THURLOW
Lt Col, USAF
Commander

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HEADQUARTERS
307TH REINFORCEMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

WING COMMANDERS REMARKS

PART IV

AIR TRAINING REPORT FOR MONTH OF MARCH

(RCS: 4-SAC-T12)

1. The maintenance effort in the Air Refueling Squadron is handicapped by the lack of skilled mechanic type personnel. Through necessity, engine mechanics are performing airplane mechanics work. Further a shortage of personnel in the 92 Career Field (Aircrew Protection) exists in this unit.
2. The low skill level of maintenance personnel in the Support and Refueling Squadrons has resulted in a large COT program which has hindered effective maintenance of aircraft. The shortage of adequate electronic mockups has increased the time required to adequately train these personnel with further loss of constructive maintenance on aircraft.
3. Considerable difficulty was encountered with water in the aircraft carburetors and fuel feed valve malfunctions which caused several "aborts" with the resultant loss in training. Corrective action was resolved by extensive investigation by Technical Representative at this station. A special report is being forwarded on this problem.
4. This Headquarters foresees no problems that will prevent the 307th Air Refueling Squadron from completing assigned mission during deployment.

LOUIS G. THORUP
Colonel, USAF
Commander

CONFIDENTIAL

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307TH AIR REFUELING SQUADRON M
LINCOLN AIR FORCE BASE
Lincoln, Nebraska

3ARS

3 April 1955

SUBJECT: Squadron Commanders Remarks Refueling Air Training Report
(RCS: L-SAC-T12)

TO: Commander
307th Bombardment Wing M
Lincoln Air Force Base
Lincoln, Nebraska

SECTION H - Squadron Commanders Remarks - Part III

- a. Hours flown on missions directed by higher Headquarters:
 - (1) 12:15 hours were flown ferrying aircraft.
 - (2) 43:20 hours were flown on higher headquarters directed missions. (Operations "Meadowlark" II and "Signpost".
- b. Weather and local conditions:
 - (1) 50:00 hours were lost due to freezing rain and ice on the runways.
- c. Restrictive directives: SAC Message DM-4-CFUE-1-7-21820, 9 Mar 55, caused changing of 7 engines on 4 aircraft. This caused cancellations of 10 sorties.
- d. Combat crew member gains and losses:
 - (1) Gains:
 - (a) Three (3) Flight Engineers.
 - (2) Losses:
 - (a) Two (2) Flight Engineers - discharged.
 - (b) One (1) Flight Engineer - failed to qualify and grounded.
 - (c) One (1) In-flight Refueling Specialist - discharged.
 - (d) One Acft Comdr - Pending transfer ACF School.
 - (e) One In-flight Refueling Specialist - Not accompanying Unit TDY.
 - (f) One Radio Operator - Not accompanying Unit TDY.

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307th ARS, IAFB SARE Subj: Squadron Commanders Remarks Refueling Air
Training Report (RCS: 4-SAC-T12)

- e. Crew member changes:
 - (1) One (1) Aircraft Commander
 - (2) One (1) Pilot
 - (3) Three (3) Flight Engineers
 - (4) One (1) Radio Operator
 - (5) Three (3) In-flight Refueling Specialists
- f. No new crews were formed.
- g. The following crew status changes occurred during March:
 - (1) T-13 to M-13, 3 Mar 55
 - (2) T-07 to M-07, 5 Mar 55
 - (3) M-17 to T-17, 15 Mar 55
 - (4) M-05 to T-05, 24 Mar 55
 - (5) M-20 to T-20, 24 Mar 55
- h. The Wing Air Refueling Standardization Board Crew is T-01.
- i. Additional personnel and materiel problems:
 - (1) It is anticipated that a non-combat ready crew will be reduced to a partial crew in April due to the release from active duty of an Air-craft Commander. The Air-craft Commander position can be filled by a presently assigned pilot; however the pilots position cannot be filled from squadron resources. The loss of this Aircraft Commander will leave this squadron with no instructor pilot except the Stand-board and Assist Stand-board Aircraft Commanders. During the month of April a request for waiver of SAC Reg 60-7 for instructor pilot will be forwarded on one Aircraft Commander.
- j. SAC minimum training requirements not accomplished.
 - (1) Minimum training requirements were not accomplished by any combat ready crews due to the priority given non-ready crews to prepare them for a unit deployment. 384 hours were given to non-ready crews and 158 hours were given to ready crews. On many flights where feasible non-ready crew

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307th ARS, LAFB 3 ARS Subj: Squadron Commanders Remarks Refueling Air
Training Report (RCS: 4-SAC-T12)

members flew with ready crews for additional training which
further detracted from ready crew training.

- (2) Ref 15th AF Message DDTF 12459, 17 Feb 55. Credit for
considerable numbers of wet hook-ups could not be taken
because of the requirement to support the 55th Strat
Recon Wing. Total hook-ups made with this unit were as
follows:

(a) Total hook-ups 880: Wet hook-ups 80: Dry hook-
ups 800: Total fuel transferred, 607,370 lbs.

- (3) This organization did not accomplish any restricted
refuelings as outlined in 15th AF Message DDTF 1456.

k. Three (3) non-ready crews are capable of deploying.

l. The average non-ready crew flying time for the month was
over 40 hours.

m. Not required.

c. Comments:

- (1) The following information is submitted in accordance
with 15th AF Message DDTT 5533, 6 Jan 55:

(a) 11 Record Day Celestial Legs - CEA 9.8 miles.

(b) 8 Record Grid Navigation Legs - CEA 8.2 miles.

EVERETT B THURLOW
Lt Col., USAF
Commander

CONFIDENTIAL

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

27 April 1955

SUBJECT: B-47 Conversion Training Program

TO: Commander
370th Bomb Squadron
371st Bomb Squadron
372nd Bomb Squadron

1. This program is designed to train the aircrews of this wing to operational readiness. It is intended to develop a high degree of proficiency as rapidly as possible.

2. Subject to completion of certain minimum basic requirements, progression of crews to an operational ready status will be on a proficiency basis. The training program will start with two weeks of ground training and a SAC Reg 51-19 Field check conducted in four missions. Following this, the crew will fly the twelve Phase I missions prescribed by SAC Reg 50-43 Supplement and missions 1, 5, 6, 8 and 9 of Phase II. A refueling check out will be given timed to coincide with the availability of the SAC Refueling Team starting 9 May. This refueling checkout involves three days of ground school and a minimum of six flight missions. Crews which are judged qualified may be given a final crew standardization check coinciding with the last refueling mission.

3. Prior to being declared operational ready a crew will:

- a. Complete the requirements of 307th Bomb Wing Reg 51-6.
- b. Attain proficiency in:
 - (1) General Procedures.
 - (2) Transition and emergency procedures.
 - (3) Instrument Flying and Procedures.
 - (4) Bombing.
 - (5) Navigation.

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(6) Long Range Cruise.

(7) Gunnery.

(8) Aerial Refueling.

(9) Special Weapons.

c. Become thoroughly familiar with applicable SAC Tactical Doctrine.

d. Complete a Crew Standardization Check.

e. Complete a Staff Evaluation Flight.

4. At the discretion of the unit commander, and upon his recommendation, a crew which meets the requirements of 307th Bomb Wing Reg 51-6 may be scheduled for a crew standardization check. Upon satisfactory completion of this check the crew will be scheduled for a staff evaluation flight. If found qualified, the squadron will complete 307th Bomb Wing Operational Readiness Training Checklist, and initiate action to have the crew declared operational ready in accordance with 307th Bomb Wg Reg 51-6. A crew found not proficient, or not qualified, will continue in training until the unit commander again judges it ready for evaluation.

5. Until a crew is declared operational ready, scheduling will be under the provisions of SAC Reg 51-19 or 50-43. Upon becoming operational ready a crew will train under the provisions of SAC Reg 50-8. They will be scheduled to complete at least 1/3 of the requirements of this SAC Regulation each month until such time as the entire wing is placed under its provisions.

6. Records and reports will be as outlined in 307th Bomb Wing Letter, "Subject: Training Scheduling, Reporting, and Record Keeping", to be published in the near future.

BY ORDER OF THE COMMANDER:

2 Incls:

1. B-47 Conv Flying Tng Program
2. B-47 Conv Grd Tng Program

Robert W. Gottlieb
ROBERT W. GOTTLIEB
Captain, US.F
Adjutant

HEADQUARTERS
307TH BOMBARDMENT WING (B)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

25 April 1955

B-47 CONVERSION FLYING TRAINING PROGRAM

1. GENERAL: The purpose of the flying training program is to reach operational readiness as rapidly as possible, commensurate with flying safety. In general, crews will accomplish the requirements of SAC Reg 50-43 Supplement I. The individual missions may be tailored to fit each crew's requirements. Pilots who have completed the course of training at Wichita will be credited with the accomplishments of SAC Reg 51-19 except for a field check. All briefings will be conducted in accordance with SAC Man 50-12 and 55-3.
2. FIELD CHECKS: Field checks will be given in four missions, three double AC missions and one with the complete crew. When available, observers will be flown on the double AC field check missions, as familiarization flights. On at least one mission as a AC will be checked in use of approach charts. In the fourth mission, a crew standardization (Safety of flight) check will be given. The AC will also be given an instrument check. This will qualify him to have "P" stamped on his instrument card. Missions will be designated F1, F2, etc. on schedules and reports.
3. PHASE I: Phase I missions will be flown by the crews, sub-sequent to the field check. The requirements of Level B, SAC Reg 50-43 Supplement I will be considered a minimum for each mission. Whenever possible additional items should be accomplished. Missions will be designated A1, A2, etc.
4. PHASE II: Phase II missions, except refueling, will be as outlined in SAC Reg 50-3 Supplement I. Missions will be scheduled as required on a proficiency basis. Gunner training will be included on any appropriate mission. Missions will be designated B1, B2, etc.
5. AIR REFUELING: The air refueling checkout will be given in five (5) dual and at least two solo missions designated R1, R2, etc. The first three missions will be double AC flights, with a refueling IP, and alternating the observers. The student crew will then execute at least three solo wet contacts on each of two flights. Following this will be a night mission and a heavy weight mission. The former will be with an IP and (2) AC's the latter with the IP and complete crew. Crews which are otherwise qualified may be given a final crew standardization check (pilots) in conjunction with the heavy weight refueling check.

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6. FINAL CREW STANDARDIZATION CHECK: The final crew standardization check will be conducted in accordance with AFM 50-29: Emergency procedures check in the simulator, Pilots standardization mission (S1), and an observers standardization mission (S2). A crew which successfully completes this check will receive an evaluation flight (S3) with a Senior Wing Officer (Chair, Dev Chair, DO) prior to being declared operational ready. Missions will be designated S1, S2, and S3 as indicated.

7. STANDARD OF PROFICIENCY: Before being scheduled for a final standardization check a crew will complete the requirements of 50th BW Reg 51-6.

8. Clearances and Records:

a. The duty day prior a flight the following will be brought to the Division briefing at 1600:

- (1) Clearances (DD Form 175) with a Command Review Sheet and Form F attached. These will be signed by the Wing Commander before the briefing.
- (2) One copy of flight orders covering each mission. These will be delivered to the Control Room following the briefing.
- (3) One copy of the B-47 Training Schedule VS Accomplishments Form Test, dated 1 Apr 65. This will be delivered to the Control Room following the briefing.

b. The following will be included in the WO's mission folder:

- (1) Form F (one copy).
- (2) Mission Accomplishment Form, 50th ABG Form 214, (2 copies).
- (3) Clearance, Form 175, both signed copies for submission to Base Operations.
- (4) Flight Orders.
- (5) Other items required by SAC Wn 50 12 Appendix A.

c. The following will be completed and submitted as indicated.

- (1) Completed B-47 Training Schedule Vs. Accomplishments Form will be delivered to the Wing Control Room at the completion of flying activity for the day.
- (2) Mission Accomplishment Form will be completed and the original copy submitted to Wing Operations not later than 1300 the duty day following the flight.

9. INSTRUCTORS: One instructor crew (IP, CP, TACP) is assigned to each tactical squadron. In addition one of the three (3) SAC PIP's will work with each squadron primarily. In case of necessity, however, Instructors may be scheduled to fly with another squadron.

10. SCHEDULING: Crews will be scheduled to fly every other day during the field check and Phase II. During Phase I they will be scheduled every third day. A crew which has completed its field check will be flown at least once a week, otherwise priority will be:

- a. Potential Standardization Board crews and Unit Commanders.
- b. Potential Instructor Crews.
- c. Combat Crews.
- d. Operational Ready Crews.
- e. Staff Personnel.
- f. Others.

AG's who have flown together in the field check will be scheduled together during aerial refueling. In addition, Instructors will be scheduled with the same crews where possible. A monthly general training schedule will be furnished each squadron by the Wing O&T office. From this, flying requirements will be determined and scheduled in accordance with 818th AD SOP 1-1. After the weekly 60-9 meeting, crew schedules, in triplicate, will be prepared by the squadron concerned. These will be prepared on 818ABG Form 219. One copy will be furnished Wing O&T, one copy to the crew, and one filed in accordance with SAC Reg 50-32, Supl III. These will be prepared and distributed not later than 0900 Saturday, for the following week.

11. Prior-to-flight Requirements:

a. Each crew should meet the following requirements before the first mission:

- (1) Flight surgeons clearance.
- (2) Four hours of cockpit time. (Pilots)
- (3) One simulator mission.
- (4) MTD Familiarization course.
- (5) Crew Coordination Training (7 hrs)

b. Each pilot should complete the following prior to solo flight:

- (1) Questionnaire (15 AF Form 167).
- (2) Pilot's Procedures Questionnaire (B-473).
- (3) Emergency Procedures Questionnaire.

c. Each crew member will perform ETC on an airfield on jacks, prior to completion of Phase I SAC Reg 50-5 to 50-10. If possible this item should be completed prior to Solo.

12. References:

- a. Transition; SAC Reg 51-1, 62-10, 55-50, 55-53.
- b. Navigation & Bombing; SAC Reg 51-11.
- c. Emergency Procedures Training; SAC Reg 51-1, 55-52, 15AF Reg 62-1.
- d. Instruments; SAC Reg 51-12, 60-5.
- e. Standardization Checks; SAC Reg 51-4, 15th AF Reg 50-13, 50-29.
- f. Records; SAC Reg 50-32, 50-23, 50-43.
- g. General; SAC Reg 50-43, 51-19 Suppl XIII, 60-18, 15AF Reg 55-1, 15AF Ltr DOTP Subj: "Training Guide for Converting B-47 Units" dtd 3 Dec 54.

3 Inclosure

- 1. 50-43 Phase I
- 2. 50-43 Phase II
- 3. B-47 Training Missions

INSTRUMENT					PILOT PROFICIENCY AIR - FUELING					GENERAL																
Instruments Letdowns & Low Approach ECA or ILS Airborne Radar Let down					Touching Landings and T/C's 1st's over Shooting					Dry Hook-Up Wet Hook-Up To maximum Internal Load Firing 75% Ftr Interceptor Missions Mal. RES. Visual Release Visual RES Radar RES Camera Runs Radar Night Col. Day Col Press. Pattern Grid Nav/UP Radar Nav Loran Control EIA Radar Randomness																
1	1	1	1	1	3	1									6									1		
2	1	1	1											5	5			1						1		
3	2	1	1								2	4		2				1						1		
4	1	1	1										1	2	1							1		1		
5	1	1	1										3	3								1		2		
6	1/3	1	1	1			1						1	1								1		1		
7	1	1	1										4					1						2		
8		1	1										2	4				1								
9		1	1											4	1			1								
10	1	1	1												2			1					1	2		
11	1	2	1	1											1			2					1	1		
12		1	1												1	1									1	

Incl #1

REMARKS			
Radar Readings Wet	Hours	Emer. Drills FORMATION	Oxygen in Com- bat Position
4 1/2	1		
5	1		
5	1	1	
6		1	
6		1	
6	1		
6			
5	1		1
5	1		
5 1/2			
5	1		1
6	1		1

Page 2 of Incl #1

0100

50-4) PHASE II

Incl #2	50-4) PHASE II														
	INSTRUMENT			PILOT PROFICIENCY			AIR REFUELING			CAMERA			BOMBING		
	Instruments	Letdowns & Low Approach	ECA or ILS	Airborne Radar	Let down	Touching/Landing and T/O's	G's over Shooting	Dry Hook-Up	Wet Hook-Up	Eight Net Hookup	To Max Inter Load	Firing 75% WTR Interceptor Missions	Half RES	Visual Release	Visual RES
1	1	1	1	1										2	1
2															
3															
4															
5	1	1	1	1										10	
6	1	1	1	1										4	
7	1	1	1	1										4	
8	1	2	2	2	1	3	1			1				2	1
9	1	1	1	1		4	1							2	1
10	2	1	1	1										2	1
11	1	1	1	1										1	1
12	2	1	1	1				2						4	4
13	1	1	1	1										1	1
14	1	1	1	1										1	1
15	2	1	1	1										1	1

Place in any appropriate Mission.

Refueling missions see Separate Directive.

	Radar Rendezvous Net	Hours	Bar. Drills	PERATION	Days in Combat Pos
1		6	1		1
2					
3					
4			1		
5		5	1		
6		5			
7		6			
8		4			
9		5	4		1
10		6			
11		5			
12		6			
13		5			
14	2	615	1		1
15	2	630			

Page 2 of Incl #2

0102

B-47 TRAINING MISSIONSLOADING

Missions	Duration	Purpose	T.O. Time	Sta Time	Fuel	Bn Ld	Armo	Spec	Repts	IC	IP	Remarks
			Approx				Full Ld*	Redar	Camera	Spec		
Field F1	4 ¹ / ₂	Trans	1100	-4 hrs	80,000							
F2	4 ¹ / ₂	"	"	-3	80,000							X
Check F3	4 ¹ / ₂	"	1630	-3	80,000							X
F4	4 ¹ / ₂	"	"	-3	80,000							X
Phase I A1	4 ¹ / ₂	CCTR	1100	-3	80,000			X	X			X
A2	5	"	"	-3	80,000			X	X			X
A3	5	"	"	-3	80,000			X	X			X
A4	6	"	"	-3	80,000 4			X	X			X
A5	6	"	"	-3	80,000			X	X			X
A6	6	"	"	-3	80,000			X	X			
A7	6	CCTR	"	-3	80,000 4			X	X			Except Form TAG
A8	5	"	"	-3	80,000			X	X			
A9	5	"	"	-2	80,000			X	X			
A10	5 ¹ / ₂	Nav	1830	-3	80,000			X	X			
A11	5	CCTR	1800	-3	80,000			X	X			
A12	6	CCTR	1800	-3	80,000			X	X			
Phase II R1	6	"	"	-2	80,000			X	X			
B5	5	"	1100	-2	80,000		*	X	X			
B6	5	"	"	-2	80,000 4		*	X	X			
B8	4	Trans	1800	-2	80,000		*	X	X			
B9	5 ¹ / ₂	*SD		-2	80,000			X	X			
B10	5 ¹ / ₂	SB		-2	80,000			X	X			Strd. Bd.
AREF R1	5 ¹ / ₂	AREF	1100	-2 ¹ / ₂	80,000			X	X		X	
R2	5 ¹ / ₂	AREF	1100	-2 ¹ / ₂	80,000			X	X	Ref	X	ARE Preflit Rendez
R3	5 ¹ / ₂	AREF	1100	-2 ¹ / ₂	80,000			X	X	"	X	"
R4	7	AREF	1130	-2 ¹ / ₂	80,000 *		*	X	X	"	X	"
R5	5 ¹ / ₂	AREF	1100	2 ¹ / ₂	80,000			X	X		X	"Solo Refueling
R6	9:00	AREF	1100	2 ¹ / ₂	80,000 *		*	X	X		X	" "

* As Required on any Phase II Missions

Loads listed for planning purposes, May vary to fit the mission.

Tr-1 "

HEADQUARTERS
307TH BOMBARDMENT WING (C)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

26 April 1955

B-47 CONVERSION GROUND TRAINING PROGRAM

1. The purpose of the ground training program is to train combat crew members and supporting personnel to operational readiness as rapidly as possible.
2. GENERAL: The training program will include that prescribed by SAC Regs 50-19 and 50-43 in addition to that normally required by appropriate directives. Pilots who have completed the training course at Wichita will be credited with the ground training portion of SAC Reg 51-19. Full utilization of available training at this and other bases will be made. In general, training will be conducted by the Squadrons except where a more effective program requires use of Wing, Base or other facilities. Quotas for other than squadron training must be met and crews entered in training will not be withdrawn or replaced. Squadron conducted training may be scheduled to meet the requirements of the squadron within the time periods allocated in the master training schedule.
3. SCHEDULING: A monthly master training schedule will be furnished the Squadron together with any quotas allocated for other than squadron training. Squadrons will prepare a weekly combat crew schedule on 818ABGp Form 219 in 3 copies. One copy will be furnished the Wing O&T. The others will be distributed as indicated in SAC Reg 50-32, Supplement 3.
4. RECORDS: Individual training accomplishments will be recorded on Ground Training SAC Reg 50-43, Supplement I Chart. They will also be recorded on 15AF Form 211. Accomplishment of requirements of regulations other than SAC Reg 50-43 will be reported by Disposition Form (DD Form 96) to the Base Training Office, through the Wing O&T section, for recording in the individual training folder. Squadrons will maintain an individual training folder (SAC Reg 50-32, Supplement IV) on each member of their organization. A 50-43 Ground Training accomplishment Chart and 50-32 Chart will be maintained by each squadron for aircrew members.
5. AIRCREW COURSES:
 - a. Aircrew Familiarization: Two classes are conducted, one for Pilots and one for Observers. The course lasts four days, and starts every Monday. Classes are scheduled from 1230 to 1630 in Hangar 960. Course is conducted by the B-47 MTD and a certificate of completion is given.
 - b. Simulator (S-6): A course of four periods is conducted. Each period consists of 30 minutes each of briefing and critique, and 3 hours in the simulator. Simulator is located in Hangar 960. Periods start at 0530, 0830, 1130, and 1430.
 - c. AVIATION PHYSIOLOGY: Conducted at Smoky Hill AFB as required. Each crew must complete it each two years. Course includes a chamber run. Crews are placed TDY for three days.

0104

d. SAC Reg 50-43 training: Courses are outlined in Inclosures 1 through 14. The scope of each course is indicated in Supplement I to S.C Reg 50-43.

- (1) General Briefing: To be conducted by the Squadron, one hour per scheduled mission.
- (2) Mission Preparation: Conducted by the Squadron, two hours per mission.
- (3) Target Study: Conducted by the Wing Observer section, three hours per mission (36 hours total) (Trainer quotas will be furnished by the Wing).
- (4) Pilots Specialized Briefing: By the Squadron, one hour per mission. This time may be effectively utilized by Instructor personnel assigned the squadron.
- (5) Pre-takeoff briefing and Flight Planning: By the Squadron, two hours per mission.
- (6) DeBriefing: By the squadron, 15 minutes per mission.
- (7) Critique: By Squadrons assisted by Wing Bombing and Navigation Section, two hours per mission.
- (8) Minor Maintenance: Aircraft Servicing, APU's, Maintenance Forms, 263 equipment and Brake and Approach Chutes will be conducted as indicated in Inclosures 10 through 14. The remaining 18 hours will be accomplished during preflight and postflight inspections for each mission.
- (9) S.C Tactical Doctrine: Study of S.C Doctrine, including Air Refueling. This course is to be conducted by the Squadron.
- (10) Personal Equipment: To familiarize crews with the prescribed equipment and reinductinate them in its use and care. This course is conducted by Squadrons and includes the fitting of each crew members gear.
- (11) Flying Safety: An indoctrination, will be given by the Wing Flying Safety Officer before the first mission. A continuing program will be conducted in conjunction with the squadron Flying Safety Officers.
- (12) Cockpit Training: Each Pilot will get four hours of cockpit time in the Squadron's Aircraft prior to the first field check mission.

- (13) Crew Coordination: If the trainer is available, crews will be scheduled for 7 one hour periods prior to the first 50-43 mission, where possible. Otherwise a two hour orientation and procedures course to be given by the Squadron Standardization Board Observer will be conducted. A minimum of one hour of procedures briefing and one hour per crew of simulated practice will be given.
- (14) Gunnery: Each CP will receive a course of five daily 2 hour periods. This course is conducted by the MTD and starts each Monday at 1230. OQ range exercise will be fired at Salina requiring 1 day TDY. Quotas will be obtained by the Wing. T-1A gunnery will be given by the Base and quotas furnished by the Wing to the Squadrons.
- (15) Refueling: The aerial refueling ground training will be conducted by the S.C. Refueling Team. Classes will last three days commencing each Monday at 0900, effective 9 May. They will last 6 hours per day and complete the requirements of Phase II, Air Refueling Ground Training, S.C. Reg 50-43, Supplement I. A training certificate is granted.
- (16) Special Weapons: Course will be conducted in accordance with Supplement XIV, S.C. Reg 50-8. Details will be contained in the monthly training directive.
- (17) Survival: Basic training is conducted by the Base Training section, as is Arctic Indoctrination. Quotas for advanced training must be requested in advance.
- (18) Physical Conditioning: Will be conducted in accordance with S.C. Reg 50-2.

6. OTHER TRAINING: The following courses are presently being conducted by MTD's at the station and are available for training support personnel.

7. F-47 Indoctrination outlined in S.C. Manual 27-1, paragraph 7 will be accomplished by sending increments to other bases as available. Details of this program are not settled.

8. A program to accomplish the altitude indoctrination training of ground crew personnel on flying status will be established. This training will be accomplished at Salina on a TDY basis. It will take approximately three days.

14 Incls

- 1. Missions Preparation for Flt Missions
- 2. General Briefing for Flt Missions
- 3. Plts Spec Briefing for Flt Mission
- 4. Test Study for Flt Missions
- 5. Pre-Take-Off Briefing and Flt Planning for Flt Missions
- 6. Debriefing for Flt Missions
- 7. Critique for Flt Missions
- 8. S.C. Tactical Doctrine
- 9. Personal Equipment
- 10. Familiarization with 263 Equip.
- 11. Aircraft Forms and "G" file
- 12. Auxiliary Power Units
- 13. Brake and Approach Chute Instal
- 14. Servicing of Aircraft (8-47)

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Missions Preparation For Flight Missions

LEGEND: MP

LENGTH: Two hours per flight mission.

OBJECTIVE: Preparation of flight plan, aircraft weight and balance computations, preparation of clearances and other paperwork required for missions, practice crew coordination for planning.

REFERENCES: SAC Reg 60-18
Aircraft Weight and Balance Handbook
AF Reg 60-16.
15AF Reg 55-1
SAC Manual 50-12

CONDUCTED BY: Squadron

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: General Briefing for Flight Missions

LEGEND: NB

LENGTH: One hour per flight mission

OBJECTIVE: To impart general information covering all aspects of
the mission to be flown.

REFERENCES: SAC Manual 50-12
SAC Reg 55-45
15AF Reg 55-11

SUBJECT OUTLINE:

CONDUCTED BY: Squadron Operations in conjunction with each mission.

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Pilots Specialized Briefing for Flight Mission
LEGEND: SB
LENGTH: One hour per mission
OBJECTIVE: Special Instructions; discussions of SOP's and
techniques, A/C and CP duties
REFERENCES: SAC Manual 50-12
SUBJECT OUTLINE:

CONDUCTED BY: Squadrons

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Target Study For Flight Missions

LEGEND: TT

LENGTH: Three hours per mission

OBJECTIVES: Study of available target information, visual target
photos, preparation of radar scope predictions and
ultra-sonic trainer.

REFERENCES: SAC Manual 50-12

SUBJECT OUTLINE:

CONDUCTED BY: Squadron with assistance of the Wing Bombing and
Navigation Section.

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Pre-take-off Briefing and Flight Planning for Flight Missions

LEGEND:

LENGTH: Two hours per mission

OBJECTIVES: Presentation of latest specific information
completion of flight plans in accordance with
current weather and forecasts.

REFERENCES: SAC Manual 50-12, SAC Reg 60-18

SUBJECT OUTLINE:

CONDUCTED BY: Squadron

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Debriefing for Flight Missions
LEGEND:
LENGTH: 15 Minutes per mission
OBJECTIVES: Complete necessary mission report forms, weather and
intelligence interrogation.
REFERENCES: SAC Manual: 53-12
SUBJECT OUTLINE:
CONDUCTED BY: Squadron

0112

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Critique for Flight Missions
LEGEND: MC
LENGTH: Two hours per mission
OBJECTIVE: Discussion of errors bombing scores, recommendations
for future flights.
REFERENCES: SAC Manual 50-12
SUBJECT OUTLINE:

CONDUCTED BY: Squadron with assistance of IP, Stand Bd, and Wing
Bombing and Navigation Sections.

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: SAC Tactical Doctrine
LEGEND: G-1
LENGTH: 4 hours
OBJECTIVE: To thoroughly familiarize crews with pertinent doctrine
REFERENCE: SAC Manual 55-5, AFM's 1-1, 1-2 and 1-8
SUBJECT-OUTLINE:
CONDUCTED BY: Squadron

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Personal Equipment

LEGEND G-2

LENGTH: 4 hours

OBJECTIVE: To qualify each Air Crew member in the use and care of personal equipment.

REFERENCES: Pertinent TO's

SUBJECT OUTLINE:

1. Proper methods of fitting personal equipment
 - a. Helmet
 - b. Parachute
 - c. Oxygen Mask
 - d. Clothing
 - e. Bail out bottle
2. Correct use, care and maintenance of P.E.
3. Drawing of P.E. @ Unit Supply
4. Individual fitting of Air-Crew members

CONDUCTED BY: Squadron Personal Equipment Sections

0115

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Familiarization With 263 Equipment
LEGEND: G-3
LENGTH: 4 hours
OBJECTIVES: To familiarize air crew personnel with 263 equipment on B-47 type aircraft, and indoctrinate them with the associated problems of the field.
REFERENCES: TO OO-35D-263
AFM 67-1 Vol 1
15th AF Reg 65-4
SAC Reg 50-43
TRAINING AIDS: Instructors Perogative
SUBJECT OUTLINE:
1. Controlling Publications
2. Aircraft Checkers Report
3. B-47 263 Equipment
4. Shortages
CONDUCTED BY: Squadron Engineering Section

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Aircraft Forms and "G" file
LEGEND: G-4
LENGTH: 4 hours
OBJECTIVE: To insure proper maintenance of aircraft forms, and
acquaint crew members with contents, value, and proper use of G file.
REFERENCES: 50-43 SAC Reg, Pertinent TO's
TRAINING AIDS: Appropriate Forms and G file
SUBJECT OUTLINE:

CONDUCTED BY: 307th Quality Control Section

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Auxiliary Power Units

LEGEND: G-5

LENGTH: 4 hours

OBJECTIVE: To insure that crew members are familiar with External Power Units available for use with B-47 type aircraft, and to familiarize them with the basic functions of each type.

REFERENCES: SAC Reg 66-17, TO 19-45M-11
SAC Reg 50-43, TO 19-45C-6
TO-19-45-224 TO-19-45D-11
TO-19-45-245

TRAINING AIDS: Power Units & Associated Equipment

SUBJECT OUTLINE: 1. Servicing demonstration and actual operation to include the following APU Equipment.

- a. Marathon
- b. Gremco
- c. C-21
- d. C-22
- e. C-26

CONDUCTED BY: 307th Field Maintenance (Ground Power Section)

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Brake and Approach Chute Installation

LEGEND: G-6

LENGTH: 2 hours

OBJECTIVE: To train air-crew members in the proper installation techniques and inspection procedures on Brake and approach chutes. To insure knowledge and understanding of chute control system.

REFERENCES: TO-20ENB-2

SUBJECT OUTLINE:

1. Demonstration of Chute Installation at the aircraft.
2. Control System
 - a. Brake Chute
 - b. Approach Chute
3. Pre-Flight Inspections
 - a. Brake Chute
 - b. Approach Chute

CONDUCTED BY: At squadron level by crew chiefs

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

26 March 1955

GROUND TRAINING COURSE OUTLINE

SUBJECT: Servicing of Aircraft (B-47)

LEGEND: G-7

LENGTH: 4 hours

OBJECTIVES: To qualify individual crew members in proper procedure for refueling and defueling of B-47 type aircraft.
To insure thorough familiarization with Ground Safety rules pertaining to each phase of this operation.

REFERENCES: SAC Reg 50-43, SAC Reg 65-3, SAC Reg 67-18, 818AD
SOP 2-25 and TO - 01-B-47E-2

TRAINING AIDS: B-47 ACFT & Associated Fueling Equipment

SUBJECT OUTLINE: Refueling at aircraft
Defueling at aircraft
Operation of fuel Control Panel
Proper Location of APU
Safety Precautions

SPECIAL INSTRUCTIONS: Each Crew member must have a certificate of qualifications.
PAM will be published at Squadron level in accordance with SOP 2-25.

CONDUCTED BY: Instructor Crew Personnel at Squadron level.

Organizing for Operations

Col Thorup

Col Hardin

4 Mar 55
Col Hardin/ags/424

1. Pursuant to your request for a brief statement of my views relative to the above subject, I have attached for your information the SAC Symposium Report which contains in Tab B, Page II-1, a functional discussion of manning and organizational principles designed to provide a wing with maximum EWP effectiveness. Since this Wing fairly well represents the thinking behind the 205th Bomb Wing's present organization and similar set-ups in other 2AF wings, thereby being the basis of my own beliefs, I will not reiterate the factors contained therein. However, it is important to present for your determination the question of organizational philosophy that will influence this Wing's activities during its conversion and into its war planning. I speak of philosophy primarily because of the arguments pro and con between tight wing control of operational matters as opposed to squadron authority and control.

2. Like most WW II experienced people, I basically believe in developing a squadron commander with a competent staff who have authority commensurate with responsibilities and who are allowed within policy set between wing commanders to exercise initiative and individuality. Certainly this approach tends to develop officers for increased responsibilities. It tends to share the work load. It creates esprit de corps, etc. Be that as it may, I have reluctantly concluded that in SAC today, where we are dealing with highly complicated weapons and where we are required to train for our eventual mission through exercises which are themselves extensive and complicated, it is necessary that certain functions be brought under tight wing supervision. I am sure that you are aware that one factor in this process has been the differences of skill level among personnel of the wings engaged in these activities. I therefore support the bomb navigation section concept which allows a concentration of skilled people directly under your supervision through the Director of Operations, of course, who will be responsible for bombing navigation accuracy and reliability. It might be stated that during the transition phase which this Wing is presently engaged in, we, through this set-up, have neglected the O&T, that the Director of Operations should insure that observer skills are made available to the Training Section when required, and that in addition SAC has recognized this problem and has assigned professional instructor WO's to monitor this specific program. From experience, I can assure you that the Bomb Nav Section and the O&T Section do successfully work very closely together.

3. With respect to the planning function, I have gone one step beyond this Symposium. It was my thought that since the T/O does not provide for planners as a full-time, primary occupation, if I established such a section, the personnel to man it would have to come from other section, such as O&T and/or the Bomb Nav Section. It was my thought that regardless of what you call the people, if the Chief of the Bomb Nav Section had the necessary personnel assigned, I could carry out the planning function satisfactorily. I realize, of course, that I have constructed an organization without any particular reference to the individuals who will man the key positions. It may very well be that the unique talents required for planning are not present in those individuals presently assigned the Bomb Nav Section. It is Col Christy's contention that that is the case and for him to adequately carry out his responsibilities he will need a small planning section. I feel very strongly that the Director of Operations should have, subject to your wishes, an organization that he personally has confidence in for, after all, you look directly to him for the performance of the functions we are discussing. Reiterating that these people to man such a section will at times have to be utilized in bomb nav activities and our O&T activities because of the overall shortage of T/O authorizations but recognizing that we do have Lt/Col Wilging assigned, I have concluded that we could substantially meet the objectives as set forth in this Symposium, with which I concur, by establishing a bomb nav section, plus a plans section.

4. Also attached for your information is SAC Manual 40-1, which discusses organization of the Wing Operations staff starting on page 62. Also attached is an organization chart of the 40th Bomb Wing and the 9th Bomb Wing to demonstrate what other Fifteenth Air Force units are doing. In this connection, the 98th Bomb Wing has never actually put an organization on paper. I know that Col Coleman has been tempted to establish the type of organization we are discussing but recently has apparently decided to go along with the so-called standard as established by 20-1 which calls for planning under the Director of O&T. For your information, there follows a brief functional description of the bomb nav section as we had originally envisioned it which incorporated the concept of a planning team which would of course include representatives from Intelligence, Communications, and O&T where indicated.

5. The Bombing and Navigation Section supervises and coordinates all navigation and bombing activities. It monitors Bombing Training, Bombing SOP's, RES and Bomb Range Scheduling, and investigates techniques and procedures for improving bombing accuracy. It maintains liaison between all observers A&E, MID and Special Weapons personnel. Information on new equipment, new techniques, recurring malfunctions and corrective measures are disseminated to all concerned. Inflight maintenance training and ultra-sonic training is a responsibility of this section. It is also responsible for flight planning from both navigational and aircraft performance engineering viewpoints. All cruise control activities are monitored by this section. It monitors all types of Navigation Training. Complete records of all phases of observer training are maintained by this section.

6. The Prediction, Analysis and Target Study Section, within the Bombing and Navigation Section supervises and coordinates all activities pertaining to radar target prediction and construction of target plates. Target study, mission analysis and critique will be conducted by this section. It monitors controls on Record Runs and Evaluation Missions. It provides processed material for target folders. All photography is screened for future use. Bomb runs not scored by ground facilities, (includes simulated radar and visual runs) are scored by this section. Also, scores celestial navigational legs in accordance with SAC Reg 51-11. It performs bomb plot phase of IEDA. Aerial and ground photographs are interpreted to determine, develop, and disseminate items of intelligence. This section will select airpoints, offset aimpoints and initial points. Complete records of all phases of target prediction, analysis, and target study are maintained by this section.

7. The Plans Team, within the Bombing and Navigation Section, is responsible for planning, briefing and the critique of all missions pertaining to EWP, USOM and ORTC. This section will also administer EWP examinations and target study. It will prepare the necessary target folders from material obtained from Intelligence, and insure that each crew maintains proficiency on the ultra-sonic phase of EWP.

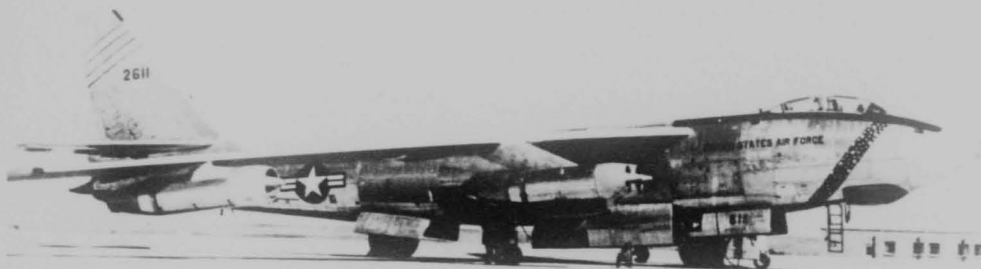
8. On all other types of missions, such as Special training missions and Wing missions, this section will provide the designated responsible agency with the Observer Specialists necessary to plan, prepare, and critique the mission as ordered by this headquarters or higher.

ERNEST C HARDIN, JR
Colonel, USAF

Iran
5-9353
Ad,

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HISTORY OF 307 TH BOMBARDMENT WING



LINCOLN AIR FORCE BASE

LINCOLN NEBRASKA

APRIL - 30 JUNE 1955

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Classification: Secret
 Authority : Commander, 307th
 Bomb Wing (M)
 Date : 30 September
 Name : Major V.O. Stevens

(UNCLASSIFIED)

AT-DS

HISTORY OF THE
 307TH BOMBARDMENT WING (M)

1 April - 30 June 1955

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 Acc - 18

This document is prepared by
 2nd Lt Marshall B. Kushner,
 Lincoln Air Force Base Historian,
 under the supervision of
 Major Vaughan O. Stevens,
 Information Services Officer

This document is classified
 SECRET in accordance with
 Paragraph 25, AF Reg 205-1,
 15 December 1953



Louis G. Thorpe
 LOUIS G. THORPE
 Colonel, USAF
 Commander

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C H E C K L I S T

4 April	Fifteenth Air Force General Inspection began.
8 April	First increment of 307th AFB to Goose Air Base.
9 April	Second increment of 307th AFB to Goose Air Base.
9 April	96th AFB, Altus AFB, deployed to Lincoln AFB.
18 April	Fifteenth Air Force General inspection completed.
14 April	Operation "Phillip Morris."
16 April	13th Anniversary of the 307th Bombardment Wing (B).
16-17 April	307th aided the 9th AFB on their deployment here.
17 April	97th AFB, Biggs AFB, deployed to Lincoln AFB.
20-23 April	307th aided the 93rd AFB on its deployment here.
23 April	307th Air Refueling Training initiated.
25 April	Colonel Ernest G. Hardin assumed command of the 307th.
27 April	Colonel Louis G. Thorup resumed command of the 307th.
29 April	Commencement of Operation "Boilermaker."
29 April	Colonel Hardin assumed command of the 307th.
10 May	Colonel Thorup resumed command of the 307th.
14 May	307th Mobility Plan submitted to Fifteenth AF.
17 May	Operation "Criss-Cross" initiated.
18 May	Wing Mobility Plan returned from Fifteenth approved.
19 May	Operation "Criss-Cross" successfully completed.
20 May	First increment of 307th AFB returned from Goose.
21 May	Second increment of 307th AFB returned from Goose.
21 May	Armed Forces Day --Lincoln AFB Open House.
2-6 June	Operation "Taxi-Driver" initiated and completed.
6 June	Practice evacuation, Ope Order 10-55.
8 June	Colonel Hardin assumed command of the 307th.
10 June	T/O Change occurred in the 307th FM and PM Squadrons.

15 June Practice operation to Toward, Ops Plan 10-35 and
355-35.
27 June Colonel Thorpe assumed command of the 302th.
1 July Lincoln Air Force Base becomes part of the Eighth
Air Force Family.

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HISTORY OF THE
307TH BOMBARDMENT WING (H)
1 April - 30 June 1955

CHAPTER I - ORIGIN, EVOLUTION AND ADMINISTRATIONSECTION I - Mission Developments

Since its arrival at the Lincoln Air Force Base on 30 November 1954, the 307th Bombardment Wing (H) has worked hard toward its conversion goal to become a combat ready medium jet bomber wing. Higher Headquarters have set the date of 1 October 1955 for the attainment of this combat ready status and the Wing made a concentrated effort during the past three months to maintain their three lined schedule.

The 307th Bomb Wing benefitted greatly from the mistakes made by the 98th Bombardment Wing in its simulated graduation exercise of 30 and 31 June.

Personnel and maintenance problems continued to impede progress of the tactical squadrons. Shortages of supply, clerical, and maintenance personnel had placed an added strain on the presently assigned personnel in these respective fields. Lack of parts and equipment also impaired the proper functions of most of the support units during the months of April, May, and June. ^{1/}

Lack of parts also slowed up the flying training program to some extent, as did modifications made on the B-47E aircraft. The failure of scheduled aircraft to arrive at the Lincoln Air Force Base caused the loss of many flying hours. ^{2/}

There were 40 aircraft assigned to the 307th Bombardment Wing's three squadrons, however only 39 of these were operative, as one aircraft

1. Report, "Jet Air Crew Training Report," RCS: 3 SAC-T-12, prep by the 307th Bombardment Wing (H) for the month of June. Appendix #1
2. Ibid.

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was damaged as the result of a crash landing at the Lincoln Air Force Base on 27 May.

As of 30 June, there were three combat ready B-47E crews and thirty crews being trained for upgrading to that status. There were 21 KC-97G aircraft assigned to the 307th Air Refueling Squadron and there were 19 combat ready crews which flew these aircraft during the past three months. Two crews remained in training.

SECTION II - Organization

15 April 1955 marked the 13th Anniversary of the activation of the 307th Bombardment Wing (H), having been activated 15 April 1942 at Geiger Field, Washington pursuant to General Order Number 24, Air Force Combat Command, Bolling Field, Washington D.C., dated 7 April 1942.

As of 1 July 1955, the 818th Air Division, of which the 307th Bombardment Wing (H) is a component, became a member of the Eighth Air Force, with headquarters at Westover Air Force Base, Massachusetts. Prior to that date, the 818th Air Division operated under the jurisdiction of SAC's Fifteenth Air Force, with headquarters at March Air Force Base, California.

MAINTENANCE T/O CHANGES: On 10 June, the 307th Periodic Maintenance Squadron received an amendment to its Table of Organization, which changed the same from TO 1-71715 to TO 1-7171P-3. The old Table

3. General Order No. 45, Headquarters Strategic Air Command, Offutt Air Force Base, Nebraska, dated 16 June 1955. Appendix #2.

4. General Order No. 34, Headquarters Strategic Air Command, Offutt Air Force Base, Nebraska, dated 10 May 1955.

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authorized 148 airmen and five officers. The new T/O cut this number to 109 airmen and five officers. All specialists and ground power authorizations were transferred to the 307th Field Maintenance Squadron and the Armament and Electronic Squadron. ^{5/}

A T/O change in the 307th Field Maintenance Squadron also occurred at that time. The authorizations for this squadron were elevated from seven officers and 306 airmen to eight officers and 424 airmen. ^{5/}

SECTION III - Command

The manning level (41 percent) coupled with the low equipping level (70 percent Air Force equipment and 30 percent medical equipment) of the 307th T & Hospital continued to adversely effect the combat readiness index of the Wing. ^{7/}

The annual inspection of the Lincoln Air Force Base was carried out by a Fifteenth Air Force Inspection Team from 4 April to 13 April. General results were felt to be satisfactory, with supply and material deficiencies receiving the majority of the "Cigs." ^{8/}

-
5. Monthly History, RGS: AL-DS, 307th Periodic Maintenance Squadron for the month of June.
 6. Authority: General Order No. 34, Headquarters Strategic Air Command, Offutt Air Force Base, Nebraska, dated 10 June 1955.
 7. Report, (Conf) "Monthly Programming Plan Report," RGS: 15-US, prepared by the 307th Bombardment Wing (M) for the month of June. Appendix #3.
 8. Report, "Memorandum of Detailed Irregularities and Deficiencies Noted in Connection with the General Inspection of the Lincoln Air Force Base, Nebraska, During the Period 4 April 1955 to 13 April 1955," prepared by Headquarters Fifteenth Air Force, Office of the Inspector General, March Air Force Base, California. Appendix #4.

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SECRETCHAPTER II - PERSONNELSECTION I - Military Personnel

PERIODIC DATA: The following figures present the personnel authorizations, personnel assigned, and personnel present for duty of the 307th Bomb Wing as of 30 June:

<u>Organization</u>	<u>Officers</u>			<u>Airmen</u>		
	<u>Auth</u>	<u>Assigned</u>	<u>IED</u>	<u>Auth</u>	<u>Assigned</u>	<u>IED</u>
Hq, 307th Bomb Wing	45	51	38	107	78	69
370th Bomb Squadron	77	52	43	100	77	68
371st Bomb Squadron	77	55	45	100	90	80
372nd Bomb Squadron	77	52	39	100	84	70
307th ABLE Squadron	100	80	62	250	227	177
307th ABE Squadron	13	10	8	331	317	273
307th FB Squadron	8	7	7	404	348	297
307th FN Squadron	4	3	3	109	116	103
307th Taw Hospital	27	4	3	95	45	40
TOTAL	428	315	248	1615	1393	1179

These figures indicate that over the period of March through 30 June, there has been an increase of 35 officer personnel in the 307th Bomb Wing. On the other hand, there has been a loss of 15 airmen since 31 March.

1. Report, Lincoln Air Force Base Strength, As of 30 June 1955, prepared by the Statistical Services Office. Appendix #5.
2. Refer to Report, "History of the 307th Bombardment Wing," for the period 1 January - 31 March 1955, p.p. 4.

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The aggregate figures of personnel authorized and assigned gave the following picture:

<u>Organization</u>	<u>Aggregate Total</u>	
	<u>Auth</u>	<u>Acad</u>
307th Bomb Wing Headquarters	182	129
370th Bombardment Squadron	177	129
371st Bombardment Squadron	177	146
372nd Bombardment Squadron	177	136
307th Air Refueling Squadron	350	327
307th Armament and Electronic Sqd	344	327
307th Field Maintenance Squadron	432	355
307th Periodic Maintenance Squadron	113	119
307th Tactical Hospital	122	50
TOTAL	2044	1693

COMBAT CREW RESOURCES: As of 30 June, there were 19 combat ready KC-97 refueling crews. At one time during the month, there were 20 crews in this category, however the loss of the operations officer caused one crew to regress to short crew status.

There were thirty assigned B-47E crews, of which three were combat ready. These three crews came to the Lincoln Air Force Base from Davis-Monthan for the purpose of giving instruction to assigned crews. There were 12 crews that had completed 25 percent or more of

3. Report, "Lincoln Air Force Base Strength," as of 30 June 1955, prep by the Statistical Services Office. Appendix #5.

4. Report, "Air Refueling Training," RCS: 4 SAC T-12, prepared by the 307th Bombardment Wing (M) for the month of June. Appendix #6.

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their training and six crews which had accomplished over 50 percent of their training on their way to combat ready graduation. By the end of June, all crews had completed their field checkout in accordance with SAC Reg 31-10.^{5/}

OFFICER: As of 28 June, there were 297 officers assigned to the 307th Bomb Wing, of which 206 were effectively assigned. Based upon the authorization of 426 officers, the Wing was 70 percent bodily manned and 56 percent effectively manned.^{6/}

The primary personnel shortages in the officers ranks were as follows:^{7/}

<u>Number</u>	<u>AFSC</u>	<u>Job Title</u>
1	1416	Wing Atomic Weapons Officer
1	4365	Production Control Officer
1	3216	Armament System Staff Officer
4	1435	Survival Training & Equipment Officer
1	3054	Air Electronics Officer
1	3214	Munitions Officer
1	6404	Unit Supply Officer
4	7324	Personnel Officers
1	4334	Flight Test Maintenance Officer

AIRMAN: As of 30 June, there were 1383 airmen assigned to the Wing and 904 were effective. Based on the authorization of 1616 airmen, the 307th Bomb Wing was 86 percent bodily manned and 56 percent effectively manned.^{8/}

5. Ibid.

6. Ibid.

7. Ibid.

8. Ibid.

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The maintenance function was seriously handicapped by the critical shortage of qualified airmen personnel in direct and indirect support career fields. This, in turn, adversely effected the Wing training program.

Specific soft spots in airmen career fields for the Wing were as follows: ^{9/}

Radio and Radar Systems (30 career field):		
<u>Skill Level</u>	<u>Authorized</u>	<u>Assigned UAFMC</u>
7	23	15
5	49	41
3	12	27
	<u>84</u>	<u>83</u>

However, of the 83 airmen assigned, only 60 percent were effectively manned.

Armament Systems Maintenance (32 career field): Bomb Navigation (N-System) and B-47 Gunlaying System (A-8) personnel were at a premium. As of 30 June, the 307th Bomb Wing had not been assigned the minimum hard core personnel, as SAC Headquarters desired. ^{10/} The lack of supervisory personnel created difficulty in carrying out the on-the-job-training program for the 96 and 72 three-level airmen in the N-System and B-47 Gunlaying System respectively. The Wing was 17 percent effectively manned in the Armament System Maintenance Field.

Intricate Equipment Maintenance (40 career field): 16 airmen were authorized and 11 were assigned. On line records, of the 11 assigned, were the airmen effective, thus giving the section an effective manning percentage of 56.2 percent.

9. Report, (Conf) "Monthly Programming Plan," RCS: 15-U9, prepared by the 307th Bombardment Wing (H) for the month of June. Appendix #3.

10. Reference is made to SAC Manual 27-1-B-47 Planning Factors.

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Aircraft Accessory Maintenance (42 career field): 136 airmen were authorized and 100 were assigned as of 30 June. 66 of the 100 assigned were effective, or 48 percent.

Aircraft and Engine Maintenance (43 career field): 623 airmen were assigned to this section, whereas 662 airmen were authorized. 411 of the assigned strength were effective or 62 percent.

Administrative Career Field (70 career field): There were 58 airmen assigned to this section and 68 airmen were authorized. All of the assigned were effectively performing their duties, for 68.2 percent effective manning.

Personnel Career Field (73 career field): 46 airmen were authorized and 37 effectively assigned for an effective manning percentage of 59.

Aircraft Protection (92 career field): This section was only 26.6 percent effectively manned, or only seven airmen were assigned, whereas 18 were authorized. On top of that, only four of the seven assignees were effective.

Due to the critical manning in the Administrative and Personnel Career Fields and the projected loss of 14 airmen in these fields during the coming 90 days, plans were laid for instituting a Wing Unit Personnel Organization. ^{11/} This organization would operate on somewhat the same lines as the 818th Air Base Group's Consolidated Personnel and Records Section. ^{12/} Lack of space impeded progress on this project.

11. Report, "Jet Air Crew Training," RCE: 3 SAC T-12, prepared by the 307th Bombardment Wing (M) for the month of June. Appendix #1.
12. Reference to Report, "History of the 818th Air Base Group-818th Air Division," for the period 1 March - 30 June.

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ON-THE-JOB-TRAINING: Though the figures indicated that the 307th Bomb Wing carried out a healthy and active OJT Program during the past four months, it was likewise true that the program was rendered less effective due to the shortage of skilled and supervisory personnel. By the end of May, 778 out of 881 eligible airmen were participants in the OJT Program, or 88.3 percent. By 30 June, 713 out of 738 eligible airmen were actively engaged in OJT, or 96.5 percent.

NEW BASE ADJUTANT: On 31 March, Captain Robert M. Gottlieb was appointed Adjutant for the 307th Bomb Wing, replacing Major Alfred P. Lieta, who became Base Adjutant.

On 7 June, Colonel Louis G. Thorup, Commander of the 307th Bomb Wing, went on TDY to March AFB, California, to report on the flying safety incident of 27 May to the Commander of Fifteenth Air Force.

Colonel Robert M. Christy, 307th Bomb Wing Director of Operations, went TDY to Thule Air Base, Greenland for 7 days to attend SAC Air Operations. Colonel Christy departed from the Lincoln Air Force Base on 18 June.

The following is a list of the Wing's Commanders' absences during the past three months:

On 25 April, Colonel Ernest G. Hardin assumed command of the 307th Bomb Wing, relieving Colonel Louis G. Thorup.

13. Special Order No 36, 307th Bombardment Wing (M) Headquarters. Appendix #7.
14. Letter Order No 394, 818th Air Division (SAC) Headquarters. Appendix #8.
15. Letter Order No 418, 818th Air Division (SAC) Headquarters. Appendix #9.
16. General Order No 5, 307th Bombardment Wing (M). Appendix #10.

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On 27 April, Colonel Thorup resumed command of the 307th Bomb Wing from Colonel Hardin.^{17/}

Colonel Thorup relinquished command to Colonel Hardin on 29 April in order that he could attend the Officer's Familiarization and Survival Course at Stead AFB, Nevada.^{18/}

Colonel Thorup returned to resume command of the Wing on 10 May, at which time Colonel Hardin was relieved.^{19/}

On 8 June, Colonel Hardin assumed command of the Wing during the EDI of Colonel Thorup to March AFB, California.^{20/}

On 27 June, Colonel Thorup returned from March to again resume command of the 307th Bomb Wing.^{21/}

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- 17. General Order No 6, 307th Bombardment Wing (H) Headquarters, Appendix #11.
 - 18. General Order No 7, 307th Bombardment Wing (H) Headquarters, Appendix #12.
 - 19. General Order No 8, 307th Bombardment Wing (H) Headquarters, Appendix #13.
 - 20. General Order No 9, 307th Bombardment Wing (H) Headquarters, Appendix #14. Letter Order No 394, 818th Air Division (SAC), Appendix #6.
 - 21. General Order No 10, 307th Bombardment Wing (H) Headquarters, Appendix #15.

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CHAPTER III - OPERATIONS AND TRAINING

SECTION I - Flying Training

The 307th Bomb Wing was still in the formative stage of its conversion program to obtain B-57 Stratojet flying proficiency. Initial flying training under SAC Regulations 51-19 and 50-43 was initiated on 11 April.

The order of priority for the accomplishment of the Wing's training program was established as follows:

- a. Accomplishment of Air Force Regulations 50-2 and 50-4 flying training requirements.
- b. Support of operational requirements from higher headquarters.
- c. Aerial refueling checkouts for those crews designated or in training as potential instructors.
- d. Up retraining of non-operational crews.
- e. Staff flying training.
- f. Ground training.

1. Report, "Memorandum of Detailed Irregularities and Deficiencies Noted in Connection with the General Inspection of the Lincoln Air Force Base, Nebraska, During the Period 4 April 1955 to 12 April 1955," prepared by Headquarters Fifteenth Air Force, Office of the Inspector General, March Air Force Base, California. Appendix #4.
2. Report, (Conf) "Monthly Programming Plan," BOM: 15-59, prepared by Headquarters 307th Bombardment Wing (H) for the Month of June. Appendix #3.

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NOTE - JAB ON ACCOMPLISHMENT: The following chart lists the total flying accomplishments of the 307th, 371st, and 672nd Bombardment Squadrons during the past three months:

<u>Month</u>	<u>Sorties</u>	<u>Hours</u>	<u>Average A/cft Avail</u>
April	65	253	27
May	109	612	27
June	146	809	32

A partial breakdown of the flying training accomplished in the sorties and hours flown (as listed above) were as follows:

<u>Month</u>	<u>51-19</u>	<u>50-43</u>	<u>A/cft Ferrying</u>	<u>Missions</u>
April	154	005	53	18
May	232	300	46	22
June	50	535	19	16

And a further breakdown of the respective squadrons' flying accomplishments for the months of May and June were:

MAI

	<u>Programmed</u>	<u>Accomp</u>	<u>Programmed</u>	<u>Accomp</u>
B-47 Flying Hours	1007	612	1471	1028
SAC Reg 51-19	21	23	33	29
Air Refueling Checks	3	3	3	3
Special Weapons Checks	3	1	3	1
Upgradation to Combat Rdy	3	3	0	0

3. Operations Training Directive, prepared by the 307th Bombardment Wing (M) for the month of June.

4. Report, (Conf) "Report of Monthly Programming Plan," RGS: 15-U9 prepared by the 307th Bombardment Wing (M) for the months of April, May, and June. Appendix #3, #16, and #17.

5. Ibid.

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	JUNE		Accumulative	
	Programmed	Actual	Programmed	Actual
B-47 Flying Hours	1266	809	2737	1834
SAC Reg 31-13 Checks	0	1	33	30
Air Refueling Checks	10	9	10	9
Special Weapons Checks	5	2	8	3
Upgradation to Combat Rdy	0	0	3	3

The individual breakdown by squadron of the flying training for the months of April, May, and June were:

	370th BS	371st BS	372nd BS
Total Hours Flown	107:08	113:25	118:05
Aircraft Assigned	11	11	10
Number of Aircraft Assigned	9	8	11
Number of Sorties Flown	25	24	27
IFR Checkouts	00	00	00
In-Flight Ref Sorties	00	00	00

	MAY		
Total Hours Flown	192:48	NA	205:50
Aircraft Assigned	12	NA	14
Aircraft Assigned	11	NA	11
Number of Sorties Flown	41	NA	44
IFR Checkouts	1	NA	4
IFR Sorties Flown	2	NA	2

8. Monthly Historical Reports, RCR: AU-DE, prepared by the 370th, 371st, and 372nd Bombardment Squadrons (H) for the months of April, May, and June.

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JUNE

	<u>370th BS</u>	<u>371st BS</u>	<u>372nd BS</u>
Total Hours Flown	273:25	274:30	261:35
Aircraft Assigned	14	13	13
Aircrews Assigned	11	11	11
Number of Sorties Flown	47	48	45
IFR Checkouts	3	2	3
IFR Refueling Sorties	13:00	12:50	14:05

All the above statistics indicate that the flying training program for the Wing has fallen short of the mark. The following segment of this History may clarify and bring to the surface some of the underlying causes for this.

LOSS OF FLYING HOURS: The definite loss of flying hours during the past three months was attributed to four factors:

Weather: In June, 20 flying hours were lost because of poor flying conditions. An additional 17:30 hours were lost due to severe thunderstorms in the Lincoln area.

In May, two sorties aborted because of adverse weather and 8 sorties aborted for the same reason in April.

Maintenance: In June, approximately 14 sorties, or 84 flying hours, were lost due to drag angle modification on B-47E aircraft. Fuel leaks, AOCF, and periodic inspection requirements created

7. Report, "Jet Air Crew Training," RCS: 3 SAC T-12, prepared by the 307th Bombardment Wing (M) for the month of June. Appendix #1.

8. Report, "Jet Air Crew Training," RCS: 3 SAC T-12, prepared by the 307th Bombardment Wing (M) for the months of April and May. Appendices #18 and #19.

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an added loss of flying hours.^{9/} In May, there were 12 sorties lost for reasons similar to those incurred in June. This came as a total loss of 35 flying days.^{10/}

qualified 7 level maintenance supervisors, required to man a maintenance standardization team and to bring maintenance control generally up to strength, was lacking. In addition to maintenance control difficulty, there was likewise an acute shortage of K-System, radar, electrical, and instrument and fuel cell maintenance personnel. These shortages directly effected the aircraft availability of the Wing, which in turn reduced the possible number of flying hours that might have been accomplished.^{11/}

A significant amount of training was lost due to K and Radar System malfunctions. This caused a numerous amount of RBS runs to be cancelled.^{12/} As of 30 June, 184 out of 285 scheduled RBS runs have been cancelled for reasons of malfunctions. To add to the problem, the Wing's aircraft possess several different types of radar configurations.^{13/}

In May, the hours lost on maintenance confirmed

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9. Report, (Conf) "Monthly Programming Plan Report," RCS: 15-U9, prep by the 307th Bombardment Wing (M) for the month of June. Appendix #3.
 10. Report, (Conf) "Monthly Programming Plan Report," RCS: 15-U9, prep by the 307th Bombardment Wing (M) for the month of May. Appendix #16.
 11. Report, (Conf) "Monthly Programming Plan Report," RCS: 15-U9, prep by the 307th Bombardment Wing (M) for the month of June. Appendix #3.
 12. Ibid.
 13. Monthly Historical Report, RCS: AU-D6, prepared by the 307th Bomb Wing Director of Operations and Training for the month of June.

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sorties to various major causes were as follows: ^{14/}

Engine and Radar System Maintenance - 22 Hours

Fuel Cell and System Maintenance - 30 Hours

Instrument and Electronic Maintenance - 23 Hours

Communications Maintenance - 14 Hours

In April, 79 flying days were lost for reasons of readjustments and re-rigging of ^{15/}ail/lerons, AOCF, et cetera.

Lack of Aircraft: Delivery of aircraft lagged behind schedule for the majority of the past three month period. 40 B-47E^{16/} were projected for delivery by 13 May, whereas 38 aircraft were actually received by that date. The Wing finally had received their scheduled 40 aircraft by 30 June.

Although there were 40 aircraft assigned to the Wing by 30 June, most of the projected aircraft were received in a group toward the end of the month of June. Of the 40 B-47E^{16/} assigned, one aircraft was damaged beyond operation as a result of a flying safety incident on 27 May; four aircraft were on loan to the 98th Bombardment Wing (M) for use their graduation exercise; and many aircraft were non-operational because of repair and maintenance work. The Wing employed an average of 27 aircraft per month to accomplish their flying training requirements.

14. Report, (Conf) "Monthly Programming Plan Report," RGS: 15-U9, prep by the 307th Bombardment Wing (M) for the month of May. Appendix #16.

15. Report, (Conf) "Monthly Programming Plan Report," RGS: 15-U9, prep by the 307th Bombardment Wing (M) for the month of April. Appendix #17.

16. Report, (Conf) "Monthly Programming Plan Report," RGS: 15-U9, prep by the 307th Bombardment Wing (M) for the month of June. Appendix #3.

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Lack of ARS support: The non-availability of tankers in May (due to ARS TDY and higher headquarters commitments) and June (due to the support given the 38th Bomb Wing's U-2s) resulted in the loss of many flying hours for the Wing's jet-propelled aircraft. For example, 21 sorties were lost in May alone because of this reason.^{17/}

The overall figure of SAC Bag 50-43 sorties programmed (513), including refueling, versus sorties accomplished (526), showed a net deficit of 82 sorties. 35 of these lost sorties went into the Operation "Taxi Driver" effort and 30 sorties were given in support of the 38th Bomb Wing's Operation "Apple Blind."^{18/}

ACCOMPLISHMENTS OF THE 307TH ARS: The following is a brief word-picture of the accomplishments of the 307th Air Refueling Squadron during the past three months:^{19/}

	<u>April</u>	<u>May</u>	<u>June</u>
Combat Crew Hours Flown	403	599	390
Non Combat Crew Hours Flown	52	177	155
Sorties Flown	110	146	103
Jet Hookups	193	49	139
Day Backups	1228	90	7

17. Report, (Conf) "Monthly Programming Plan Report," FC: 14-02, prep by the 307th Bombardment Wing (1) for the month of June. Appendix #3.

18. Report, "Jet Air Crew Training," FC: 3 SAC T-12, prepared by the 307th Bombardment Wing (1) for the month of June. Appendix #1.

19. Monthly Historical Reports, FC: AM-05, prepared by the 307th Air Refueling Squadron for the months of April, May and June.

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Air Refueling training was initiated on 13 May for the 307th ARL. The training objectives and the priority of the work were established as follows:

Accomplishment of ARL 80-8 flying requirements.

Support of "Taxi Driver" and other operational requirements established by higher headquarters which required ARL support.

Support of the refueling training of the 98th Bombardment Wing (H).

Support of the refueling training of the 307th Bombardment Wing (H).

Continued upgrading of non-combat ready crews.

Completion of a minimum of 70 percent of the quarterly SAC Reg 80-8 requirements.

The following is a brief description of the important tactical missions accomplished by the 307th Air Refueling Squadron during the past three months:

Operation "Phillip Morris" was the first higher headquarters mission accomplished by the ARL. The Squadron teamed up with the 40th Bombardment Wing. The 307th ARL provided 12 aircraft for the mission which supplied the 40th Bomb Wing with 523,785 pounds of fuel in 31 wet hookups. Major difficulties encountered in the operation were in air communications on common frequencies, formation flying after receiver contact and the late arrival of the initiating order at the SAC Control Room.

20. Report, "Air Refueling Crew Training," RCR: 4 SAC T-12, prepared by the 307th Air Refueling Squadron for the month of June. Appendix 16.

21. Ibid.

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On 16 and 17 April, the Squadron coordinated with the 34th Air Refueling Squadron on their over-sea deployment by furnishing maintenance. The 93rd ARS received similar support on their deployment on 20, 21, 22, and 23 April.

Operation "Rollercoaster" was initiated on 27 April and continued to 7 May. Coordination with B-47 units from the 36th Air Division by 28 KC-97C aircraft credited the 307th Air Refueling Squadron with 103:30 flying hours and the transmission of 1,669,860 pounds of fuel. In addition to their successful performance in this higher headquarters' commitment, the 307th ARS assisted the 27th Strategic Fighter Wing on their deployment overseas. The 307th ARS provided the transfer of 13,000 pounds of fuel on three credited hookups. This was the Squadron's first opportunity to work with fighter aircraft and develop refueling proficiency with these smaller aircraft. 13:30 hours were flown in the accomplishment of this commitment, which was tagged 23/ Operation "Sneak Play." This combined operation marked the first tactical mission of its size by the 307th Air Refueling Squadron and it was felt that the results were gratifying and reflected much credit upon the Squadron and the Wing.

22. Report, "Air Crew Refueling Training," RCR: 4 SAC T-12, prepared by the 307th Air Refueling Squadron for the month of April. Appendix #18.
23. Monthly Historical Report, RCR: AU-DS, prepared by the 307th Air Refueling Squadron for the month of April.
24. Report, "Air Crew Refueling Training," RCR: 4 SAC T-12, prepared by the 307th Air Refueling Squadron for the month of April. Appendix #18.

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Operation "Orion-Cross" consisted of three missions by the Air Refueling Squadron on 18, 19, and 20 May. Bad weather postponed the operation 24 hours. On 18 May, the following amount of fuel was offloaded: 52,000 pounds, 50,000 pounds, 53,383 pounds, and 50,100 pounds. On 19 May, the ARS transferred 43,000 pounds, 52,400 pounds, 52,600 pounds, and 51,550 pounds of fuel. On 20 May, 55,100 pounds, 53,000 pounds, 52,300 pounds, and 52,100 pounds of fuel was offloaded by the 307th ARS. With the exception of one, all scheduled receivers successfully refueled as briefed. This mission was felt to be highly successful.

Pursuant to 307th ARS Ops Order 39-55 dated 12 May 1955, the Squadron deployed to the Lincoln Air Force Base from Goose in two equal increments. The first increment set down at Lincoln on 20 May; the second on 21 May. While at Goose, a total of 3,350,998 pounds of fuel was transferred by 74 aircraft. This brought to a close the Squadron's first TDY, which was very beneficial to all participants, and which, it was felt, would be instrumental in the graduation mission to be flown in several months. The return to Lincoln, incidentally, was tagged Operation "Stewed Prune."

Operation "Taxi-Driver" was flown in conjunction with the 40th Bombardment Wing on 2, 3, 4, 5, and 6 June. 27 Squadron aircraft transferred 1,085,486 pounds of fuel and flew a total of 147:30 hours.

25. Report, Air Crew Refueling Training, RCS: 4 SAC T-12, prepared by the 307th Air Refueling Squadron for the month of May. Appendix #19.

26. Ibid.

27. Monthly Historical Report, RCS: AU-D5, prepared by the 307th Air Refueling Squadron for the month of May.

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Operation "Meadowlark III" was a survival exercise held on 9 June. Two crews were dropped off Kansas (one at Brewster and the other crew near Brewster) where they set up survival camps near a small air-strip. Here the crews remained until 12 June, when they were picked up at Goodland, Kansas and taken to Stead Air Force Base, Nevada by the Eighth Air Force Rescue Group. At Stead, these crews received interrogation and were flown back to Lincoln. While in Kansas, these crews attempted to check their communication and survival procedures. The former presented somewhat of a problem to the crew, as the RS-6, hand-operated radio did not operate properly. Difficulty was encountered in not only tuning in a station, but in keeping contact as well. The mission was, nevertheless successful. There were 13:30 flying hours accomplished during the mission. ^{28/}

Here is a summary of the above operations and the number of flying hours accomplished in each: ^{29/}

Operation "Meadowlark III"	-- 13:30
Operation "Stewed Prune"	-- 186:55
Operation "Boilermaker"	-- 103:30
Operation "Taxi-Driver"	-- 147:30
Operation "Sneak Play"	-- 13:20
Operation "Criss-Cross"	-- 121:50
Operation "Phillip Morris"	-- 56:12

28. Report, "Air Crew Refueling Training," RCS: 4 SAC T-12, prepared by the 307th Air Refueling Squadron for the month of May. Appendix #19.

29. Report, "Air Crew Refueling Training," RCS: 4 SAC T-12, prepared by the 307th Air Refueling Squadron for the months of April, May, and June. Appendix # 18, #19, #6.

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ARE FLYING HOURS LOST: Weather proved to be the toughest hurdle to overcome in the flying training program of the Refueling Squadron. Much poor weather was encountered at Goose Air Base during the A-1's stay from 9 April to 30 May.

When the Squadron returned from Goose, ten aircraft were due for post-flight inspections. Then came Operation "Taxi-Driver" in early June, and the other ten KC-97's were scheduled for post-flight^{30/} inspections.

Considerable difficulty was encountered with rendezvous commitments, in that while supporting higher headquarters commitments, the "Quick Ride" formation was utilized. Only one of five aircraft in the formation received rendezvous. To further impeded progress, there was a great deal of trouble encountered with rendezvous equipment malfunctions.

COMBAT CREW PROGRESS: The first B-72 aircraft was received by the Wing on 24 March. Training for combat ready upgrading moved along at a rapid rate during April, May, and June. Three crews have attained combat ready status and 31 other crews are well on their way in becoming operationally ready.^{31/}

Field checks had been accomplished by 30 B-47 crews as of 30 June.^{32/} Ten air refueling checks had been completed by the same date, as a result of the instructing efforts of the SAC In-Flight Refueling Team. Three of these ten were checked out as instructors.

30. Report, "Air Crew Refueling Training," HQ: 4 SAC T-12, prepared by the 307th Air Refueling Squadron for the month of June. Appendix #6.

31. Report, "Monthly Programming Plan Report," HQ: 12-12, prepared by the 307th Bombardment Wing for the month of June. Appendix #3.

32. Ibid.

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Navigation flights increased 300 percent during June. In addition, the Wing flew six grid missions in May and the same number in June. Bombing activity increased 50 percent over May and April during June and the circular error average (CEA) in June decreased to 859 feet.^{33/}

In June, 311 combat crew EC-43 sorties were programmed and 135 were flown. As of 30 June, 29 percent of the SAC Reg EC-43 flying requirements were completed.^{34/}

In the Air Refueling Squadron, there were 15 combat ready EC-97 crews which represented a decrease of one in May. One staff observer was lost during June; consequently the crew was downgraded. There were, therefore, two crews which needed upgrading in the 307th ABW by the end of June.^{35/}

SECTION II - Directorate of Operations

STANDBOARD CREWS: There were two standboard crews assigned to the Wing during the past three months. Seven combat ready crews were given standboard checks in June, which brought the total to 17 crews for the first half of the fiscal year.^{36/}

Standboard checks were slowed down during the past three months due to the fact that all members of the standboard team took

33. Ibid.

34. Ibid.

35. Report, "Air Crew Refueling Training," RCR: 4 SAC T-12, prepared by the 307th Air Refueling Squadron for the month of June. Appendix #6.

36. Monthly Historical Reports, RCR: AU-DS, prepared by the 307th Director of Operations and Training, for the months of April, May, and June.

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short leaves. Three missions were flown as a crew, with special emphasis placed on crew procedures and crew coordination.

During May, all B-67E crews completed the proficiency and emergency procedure tests. This test is administered to combat ready crew only.^{37/}

FLYING SAFETY: On 27 May, an accident involving Crew Nil^{38/} resulted in the loss of a B-67E aircraft. None of the crew received serious injury from the crash. The accident occurred at night on a wet runway. The brake chute fell off the aircraft after landing and the aircraft went off the south end of runway 17, over an 18 inch dip where construction was carried on.

The Accident Investigation Board completed its report on the incident and the findings were as follows:^{39/}

Primary Cause: Brake chute failure.

Secondary Cause: Misused power plants.
Misused brakes.
Misjudged Distance.
Inadequate training in a-brake chute landing procedures.
Wet Runway.
Construction on runway.
Poor lighting facilities.

It was impossible to estimate the damage, but it was stated that damage was expensive and the aircraft probably beyond operational resurrection. The aircraft commander was charged with the responsibility and was "broken" to a co-pilot. This was the first flying safety incident

37. Ibid.

38. Crew Nil was commanded by Captain John G. Koudel, 370th Bombardment Squadron.

39. Monthly Historical Report, RCS: AU-DS, prepared by the 307th Director of Operations and Training for the month of May.

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incurred by the Wing.^{40/}

There were a total of 1838 hours of flying safety lectures delivered to the 307th ABW during June.^{41/} All tactical units were active in flying safety program during the past three month period.

The Fourth Edition of the Observer's Bulletin was published by the 307th Bomb Wing. Techniques and procedures outlined in these publications expose its readers to safer flying and more effective flying methods.^{42/}

INTELLIGENCE: The Intelligence Section of the 307th Bomb Wing was appointed Reports Control responsibility for Operations "Teller-maker," "Onion-Cross," Taxi-Driver," and "Meadowlark III."^{43/}

COMMUNICATIONS: A noticeable improvement was prevalent in the Control Room UHF. This came about as the result of the construction of a 50 foot mast for the UHF antenna. The reception and transmission range was greatly increased.^{44/}

There were eight High Frequency Position Reports received from the bomb squadrons during June.^{45/}

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40. Interview by R. B. Buckner, Historian, with Major Lemay W. Herdridge, Flying Safety Officer of the 307th Bombardment Wing (M).
 41. "Monthly Historical Report, RCS: AM-DS, prepared by the 307th Air Refueling Squadron for the month of June.
 42. Appendix #20.
 43. Monthly Historical Report, RCS: AM-DS, prepared by the 307th Bomb Wing Intelligence Section for the month of June.
 44. Monthly Historical Report, RCS: AM-DS, prepared by the Director of Operations and Training of the 307th Bombardment Wing (M) for the month of June.
 45. Ibid.

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A Maintenance Expediter System was installed in June which provided an intercommunication system within the maintenance activities of the Wing.^{46/}

The establishment of a High Frequency Air Grid Facility in the Control Room was styled by Fifteenth Air Force.^{47/}

PLAN: The Wing had their sights set for 27 July, the date when the 307th Bomb Wing will fly their first simulated mission. This will be the first of a series of at least three such missions to be flown by the Wing prior to becoming combat ready.^{48/}

The Ducky-Hill--Lincoln Tanker Task Force Operation Plan 61-224 was received on 21 June. Work on the operation (to be dubbed Operation "Picket Fence") was initiated and it was expected that the mission would be into effect on 1 July, weather permitting.^{49/}

GROUND TRAINING: 70 percent of the training which was not required to be concurrent with flying training was completed by the end of June. The overall average, that is, taking all ground training into consideration, was 41 percent complete.

The order of priority established for the accomplishment of ground training requirements was:

CCY Commitments
Special Weapons
JAG Refueling Team Ground School
Training
LTD
SC-43 and 51-19

46. See Appendix #21

47. Fifteenth AF TUX DOLLER 23727. Appendix #22.

48. Monthly Historical Report, BCS: AF-DS, prepared by the 307th Director of Operations and Training for the month of June.

49. Ibid.

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The Training Section complied with Fifteenth Air Force Message DOTS 27458, dated 7 May 1952, which required four hours of practical instruction in hydrant refueling; one hour of practical instruction in repacking and installing acceleration chutes; and three hours instruction in servicing aircraft to include oil, hydraulics, oxygen, water inlets, etc., wiring, refrigeration battery, accumulators, stands, tires, safety or pre-flight inspections, and emergency starting without external power.

The bomb squadrons had completed SAC Reg. 35-43 courses 6-1 through 6-7 during the month of June.

The 50-24 Block and Associated Training Program was expected to get underway in September. Lack of adequate facilities served to complicate procedures in getting the new training plan on the feet.

The tactical units actively participated in the following ground training functions:

T-6 (T-47 Flight Simulator)	Physiological Training
KC-97 Flight Simulator	Communications Procedures
C-11 (Link Trainer)	T-47-S MTD
C-8 (Link Trainer)	Instrument Ground School
T-8 (Ultrasonic Trainer)	Special Weapons
T-1A (Gunnery Trainer)	Intelligence
Physical Conditioning	KC-97 MTD
Small Arms Fire	Survival

50. A andis #03.

51. Monthly Historical Report, RCH: AU-26, prepared by the 307th Bombardment Wing Director of Operations and Training for the month of June.

52. Interview by MB Kuchner, Historian, with Major Robert Dorothy, 307th Bombardment Wing Ground Training Officer.

53. Ibid. Monthly Historical Report, RCH: AU-26, prepared by the 307th Bombardment Wing Director of Operations and Training for the month of June.

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MTB: The B-47 Electronic Mobile Training Detachment departed from the Lincoln Air Force Base on 18 May. 111 airmen completed this course prior to the departure. The breakdown of the courses offered and the number graduated in May were as follows: ^{54/}

<u>Course</u>	<u>No. in Training</u>	<u>No. Graduated</u>
E-System	0	28
A-B Radar System	0	10
Basic Electronics	0	20
Special Weapons	0	18
Radar	0	8
Radio	<u>0</u>	<u>30</u>
TOTAL	0	111

The Wing KC-97 WTD's were not utilized in May, due to the ^{55/}TDs of the 307th Air Refueling Squadron to Goose Bay.

54. Report, (Conf) "Monthly Programming Plan Report," RCS: 15-US, prep by the 307th Bombardment Wing (H) for the month of June. Appendix 23.

55. Ibid.

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CHAPTER IV - MATERIALSECTION I - Maintenance

MAINTENANCE: The following is a list of courses attended by maintenance personnel of the 307th Bomb Wing, the number in training, and the number who completed the course:

<u>Course</u>	<u>No in Training</u>	<u>No Graduated</u>
B-47 Engines	3	28
Hydraulics	2	2
Pneumatics	0	1
Instrument and Auto Pilot	5	12
Seat Ejection	5	49
Electrical Systems	<u>1</u>	<u>0</u>
SUB TOTAL	16	91
Maintenance Familiarization	62	120
(The following courses offered at March AFB)		
F-System	8	29
A-5 Radar System	0	22
Basic Electronics	<u>0</u>	<u>15</u>
SUB TOTAL	8	66
(The following are Tech Rep Courses at the Lincoln Air Force Base)		
F-System	8	69
A-5 Radar System	<u>6</u>	<u>44</u>
SUB TOTAL	14	113
TOTAL	<u>100</u>	<u>379</u>

On 2 April, the 96th AFB from Altus Air Force Base, Oklahoma, deployed to the Lincoln Air Force Base for seven days TDY. The 96th AFB was attached to the 307th Bomb Wing until 16 April for the purpose of administrative maintenance and supply assistance.

1. Report, "Programming Plan" for the month of June. Appendix 93.

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23

On 17 April, the 97th Air Refueling Squadron from Biggs Air Force Base, Texas, deployed to this Base for eight days TDI. This Squadron was also attached to the 307th ARS for administrative and supply assistance.^{2/}

The maintenance sections of the 307th performed one post-flight inspection in April, 15 in May, and four in June.^{3/}

SUPPLY: The following is a list of the percentage of Unit Division Equipment and Unit Support Equipment possessed by the various sections of the 307th Bomb Wing:^{4/}

<u>Organization</u>	<u>IME</u>	<u>USE</u>
307th Headquarters Section	79	87
370th Bombardment Squadron	79	87
371st Bombardment Squadron	75	80
372nd Bombardment Squadron	78	95
307th Air Refueling Squadron	88	75
307th Field Maintenance Squadron	72	85
307th Periodic Maintenance Squadron	80	82
307th Armament and Electronics Sqn	79	82
307th Tac Hospital	70	20 (Med Supplies)

2. Monthly Historical Report, RCS: AU-D5, prepared by the 307th Bombardment Wing (M) Director of Materiel for the month of April.
3. Report, (Conf) "Monthly Programming Plan Report," RCS: 15-U9, prepared by the 307th Bombardment Wing (M), for the month of April, May, and June. Appendix #17, #18, #3.
4. Monthly Historical Report, RCS: AU-D5, prepared by the 307th Bombardment Wing (M) Director of Materiel for the month of June.

SECRET

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13 10 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

Commander	Colonel Louis G. Thorup
Deputy Commander	Colonel Ernest C. Hardin
Director of Operations	Colonel Robert W. Christy
Director of Materiel	Colonel Ralph G. Vaughan
Director of Personnel	Captain Harold M. Steifman
Adjutant	Captain Robert W. Gottlieb
307th AREFS Commander	Lt Colonel Everett E. Thorlow
370th Bomb Squadron Commander	Lt Colonel Madison M. McBrayer
371st Bomb Squadron Commander	Lt Colonel Delos E. Richard
372nd Bomb Squadron Commander	Lt Colonel Arthur E. Aeschbacher
307th Armament-Elect Commander	Major Dale J. Samuelson
307th Periodic Maintenance Commander	Major Russell E. Mitchell
307th Field Maintenance Commander	Lt Colonel Albert W. Lambert
307th Tac Hospital Commander	1st Lt Donald C. Heiderluecke
307th Headquarters Section	Major Charles E. Blue

G L O S S A R Y

AGE	Armament and Electronics
AFSC	Air Force Specialty Code
AOB	Aircraft Observer-Bombardier
ARO	Air Port Office
ECM	Electric Countermeasure
EMP	Emergency War Plans
EAK	Evacuation Kit
GCA	Ground Controlled Approach
IFR	In-Flight Refueling
IG	Inspector General
MTD	Mobile Training Detachment
NCO	Non-Commissioned Officer
OJT	On-the-Job-Training
PCS	Permanent Change of Station
REG	Regulation
ROTC	Reserve Officer's Training Corps
SAC	Strategic Air Command
TDY	Temporary Duty
T/O	Table of Organization
UME	Unit Mission Equipment
UR	Unsatisfactory Report
USE	Unit Support Equipment

BIBLIOGRAPHY

The sources of information which contributed the major share of information for this Historical Report were:

- General Orders
- Letter Orders
- Special Orders
- Progress Reports (RCS: 15-JR)
- Air Training Report (RCS: 3 SAC T-12)
- Refueling Training Report (RCS: 4 SAC T-12)
- Unit and Agency Historical Reports
- Personal Interviews
- Charts
- Maps
- Flying and Training Directives
- Operations plans and orders

APPENDIX

Appendix A

1. Report, "Jet Air Crew Training Report," ROR: 3 SAC T-12, prepared by the 307th Bombardment Wing (M) for the month of June.
2. General Order 45, Headquarters Strategic Air Command, Offutt Air Force Base, Nebraska, dated 16 June 1958.
3. Report, "Monthly Programming Plan Report," ROR: 16-UG, prepared by the 307th Bombardment Wing (M) for June.
4. Report, "An Overview of Detailed Irregularities and Deficiencies Noted in Connection with the General Inspection of the Lincoln Air Force Base, Nebraska, During the Period 4 April 1958 to 12 April 1958," prepared by Headquarters Fifteenth Air Force, Office of the Inspector General, March Air Force Base, California.
5. Report, "Lincoln Air Force Base Strength," as of 30 June 1958, prepared by Statistical Services.
6. Report, "Air Refueling Training," ROR: 4 SAC T-12, prepared by the 307th Bombardment Wing (M) Air Refueling Squadron for the month of June.
7. Special Order 35, Headquarters 307th Bombardment Wing (M).
8. Letter Order 394, Headquarters 818th Air Division (M).
9. Letter Order 413, Headquarters 818th Air Division (M).
10. General Order 1, Headquarters 307th Bombardment Wing (M).
11. General Order 2, Headquarters 307th Bombardment Wing (M).
12. General Order 3, Headquarters 307th Bombardment Wing (M).
13. General Order 4, Headquarters 307th Bombardment Wing (M).
14. General Order 5, Headquarters 307th Bombardment Wing (M).
15. General Order 6, Headquarters 307th Bombardment Wing (M).
16. Report, "Monthly Programming Plan Report," ROR: 15-UG, prepared by the 307th Bombardment Wing (M) for the month of May.
17. Report, "Monthly Programming Plan Report," ROR: 15-UG, prepared by the 307th Bombardment Wing (M) for the month of April.
18. Report, "Air Crew Training," ROR: 3 SAC T-12, prepared by the 307th Bombardment Wing (M) for the month of April.
19. Report, "Air Crew Training," ROR: 3 SAC T-12, prepared by the 307th Bombardment Wing (M) for the month of May.

APPENDIX (CONT)

Appendix Master

20. Observer's Bulletin Number 4, published by the 307th Bombardment Wing (M).
21. Inventory of the Communication Facilities Installed.
22. Fifteenth Air Force T-X POLICE 80207.
23. T-X 110306 21.
24. Report, "Training Directive for May," prepared by the 307th Bombardment Wing (M) Director of Operations and Training, dated 29 April 1955.
25. Report, "Air Refueling Training for May 1955," HQ: 4 SAC B-12, prepared by the 307th Bombardment Wing (M).
26. Report, "Wing Commander's Remarks," Part 4 of the "Air Refueling Training Report," HQ: 4 SAC B-12, prepared by the 307th Bombardment Wing (M).
27. Disposition Form from the 307th Bombardment Wing Director of Intelligence to the 307th Bombardment Wing Commander.

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

5 July 1955

SUBJECT: Wing Commanders Remarks (RCS: 3-SAC-T12)

TO: Commander
Fifteenth Air Force
March Air Force Base
California

PART V: AIR TRAINING REPORT FOR MONTH OF JULY 1955

- a. Hours flown performing missions ordered by higher headquarters:
 - (1) Ferrying Aircraft: 29:45 by 307th Bomb Wing Crews.
- b. Weather or Local Conditions:
 - (1) Refueling training missions cancelled by weather; 19:45 hours lost.
- c. Restrictive Directives:
 - (1) TO 1B-47-605, 20 Sept 54 drag angle modification: Approximately 14 sorties or 84 hours lost.
- d. Combat Crew Member gains and losses:
 - (1) Crew members gained: None.
 - (2) Crew members lost: None.
- e. Crew member changes: 1 CP, 1 AirCom.
- f. New Crews: None.
- g. Crew Status Changes: N11 to IN11 - 28 June, AC replaced by CP who is being upgraded to AC.
IN10 to N10 - 6 June, completed 51-19 checkout.
- h. Standardization Crews:

Wing R30.
370 BomRon R01
371 BomRon N34 not qualified IAW SAC Reg 60-7, performing administrative duties only.
372 BomRon R60

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SC-0058

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i. Additional Material and Personnel Problems:

- (1) Shortage of skilled radio and radar maintenance personnel adversely affected effective utilization of flying time. Considerable difficulty was encountered with fuel cell maintenance, which resulted in the loss of 15 sorties and approximately 90 hours. Depot assistance has been obtained. Drag angle modification has resulted in the loss of approximately 84 hours. It is anticipated that this will result average daily loss of two aircraft until the remaining 45% of the Wing's aircraft have been modified. Shortage of funds throughout the conversion period has resulted in a shortage of Class 17B handtools and special tools. The lack of these has hampered maintenance. A further effect of this funds shortage has been the delay in installing a 100 telephone communications system interconnecting maintenance activities. This lack leads to lost time and delay in maintenance support with a consequent loss of effectiveness. Tool boxes are not available for mechanics, and there is a shortage of items of cleaning equipment.
- (2) In the Periodic Maintenance Squadron, of four (4) AFSC 42250 Instrument Repairmen authorized, none is assigned. One 42230 is assigned. Of ten (10) AFSC 42350 Electrical Repairmen authorized, two (2) are assigned. This requires that specialists from Field Maintenance be utilized in completing inspections. Since periodic docks have only a two (2) priority for dispatch of specialists, and because of the Wing wide shortage of these specialist, this results in delays, loss of man hours, and the sequence of cards not maintained.
- (3) No qualified Wing Special Weapons Officer has been assigned to this Wing. Three Squadron level Special Weapons Officers are presently conducting the Wing Special Weapons program. Two of these officers are attending the Special Weapons Instructor Course at Randolph AFB, and returned 2nd of June.
- (4) Of 4 authorized Survival Training and Equipment Officers none are assigned. This adversely affects training and maintenance of equipment in these areas.
- (5) There is a critical shortage of 5 and 7 skill level airmen in the 32 career field (K and A-5 system maintenance). During May scheduled RBS runs were not completed, primarily due to radar difficulties. With start of firing this month, the effect of the shortage of 45 personnel will be intensified.

j. SAC Minimum Training Requirements Not Completed.

Flying Hours were expended primarily as follows:

- (1) 44:10 hours for SAC Reg 51-19 checkouts.
- (2) 695 hours for SAC Reg 50-43 crew training.
- (3) 22:50 hours for training of Operational Crews.

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- k. Non-combat ready crews capable of deploying: None.
- l. Non-combat ready crew training: Not Applicable.
- m. Rescinded.
- n. Field Training Operations: Not Applicable.
- o. Special Training Month Remarks: Not Applicable.
- p. Comments or recommendations of the Wing Commander.
 - (1) The large number of dry hookups resulting from the refueling checkout program gives an abnormally high flying hour utilization rate. K-System and radar maintenance difficulties, largely due to a shortage of skilled maintenance personnel has handicapped the training activity of the Wing.
 - (2) Due to funds shortage, which have affected maintenance activities as indicated above, this Wing at present has no Wing Briefing Room, no Intelligence Reading Room, inadequate target study facilities and an inadequate control room. Due to the conversion status of the Wing, the results of these factors are just now being seriously felt. Lack of adequate facilities in these areas will have an increasingly adverse impact on the effectiveness of the Wing.
 - (3) The shortage of 5 and 7 level airman specialists is seriously affecting training. 135 sorties were flown of 158 sorties scheduled and confirmed on the weekly 60-9 schedules for June. Twenty two (22) flying hours were lost due to radar system difficulties, 23 for instrument and electrical difficulties, 32 for fuel system maintenance, 14 for communications. This loss is over and above that resulting from aircraft not being scheduled due to maintenance delays and difficulties.
 - (4) Delay in the delivery of aircraft and loan of 4 to 98th Bomb Wing has resulted in a loss of sorties. The average availability of aircraft in June was 31.5 as against a programmed 38.
- q. Additional Information:
 - (1) Field checks completed: see g above.
 - (2) Refueling checks completed:
 - N01 - 1 June 55
 - N03 - 21 June 55
 - N31 - 17 June 55
 - N33 - 23 June 55
 - N34 - 24 June 55
 - Instructor check for aircom - R60 - 1 June 55
 - N61 - 16 June 55
 - N62 - 28 June 55
 - N65 - 20 June 55

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- (3) Special Weapons checks completed: N06 - 10 June 55
N40 - 22 June 55
N66 - 22 June 55
- (4) Final Standardization checks completed: None.
- (5) Record Grid Navigation Logs accomplished and CEA: One CEA 43
- (6) Record Day Celestial Logs accomplished and CEA: Two, CEA 17, 23
- (7) Restricted Refueling: None.

L. G. Thorup
LOUIS G. THORUP
Colonel, USAF
Commander

4

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JET CREW AIR TRAINING REPORT - PART I

UNIT: 207th Bombardment Group
MONTH: JUNE
PAGE NO.:
NO. OF PAGES:
REPORTS CONTROL SYMBOL: 3-100-713

A. GENERAL				B. BOMBING														C. NAVIGATION													
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS				7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL GPI	RADAR	VISUAL	100A RUNS	HIGH LEVEL BREAKAWAY	LOW LEVEL RELEASE (T-39)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	RADAR	PRESSURE PATTERN	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	
R30	B47E	03	15	--	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--	09	--	--	--	--	01	--	01	--	--	
R01	B47E	03	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	
R60	B47E	01	05	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
SUB																															
TOTAL		04	17	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	
COMBAT READY CREWS																															
SUB																															
TOTAL																															
N02	B47E	05	36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N03	B47E	07	43	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N04	B47E	04	24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N05	B47E	07	27	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N06	B47E	04	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N07	B47E	02	09	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N08	B47E	03	13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
N09	B47E	05	22	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	

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JET CREW AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL														
A. GENERAL				B. BOMBING														C. NAVIGATION														
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS				7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	ISDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (TAP)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID	CEL. RADAR	PRESSURE PATTERN		
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67		
N11	B47E	02	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N31	B47E	06	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N32	B47E	05	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N33	B47E	04	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N34	B47E	04	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N35	B47E	03	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N36	B47E	05	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N37	B47E	05	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N39	B47E	04	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N40	B47E	03	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N61	B47E	02	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N62	B47E	06	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N64	B47E	03	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N65	B47E	05	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N66	B47E	01	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N67	B47E	05	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
N68	B47E	01	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			

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0174

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JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																						
A. GENERAL				B. BOMBING										C. NAVIGATION																
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS			7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	100% RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE RATE (T/H)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID	CEL. RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
N67	B47E	02	10																											
N70	B47E	04	24																											
SUB TOTAL		107	544																											
WING TOTAL		114	586												01	01					09					01	02	01		
IN09	AC	"X"	17 Hours	CP	"X"	5 Hours	AOB	750	24 June																					
IN11	AC	Former Co-Pilot	Assgd	AC 28 Jun 55	for Upgrading	CP	"X"	AOB	"X"																					
IN38	AC	"X"	13 Hours	CP	"X"	AOB	"S"																							
IN71	AC	"G"	27 June	CP	"X"	22 Hours	AOB	"S"																						
XXXXX		39	215												03															
COMBAT READY																														
PRACT																														
NON-READY																														
PRACT																														
SUB															37															
TOTAL		39	215												40	40														
WING TOTAL		153	801												43	01														

FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

60-0058

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Air Force - SAC, Offutt (4-48455) (When Filled In)

JET CREW AIR TRAINING REPORT - PART II												UNIT			MONTH			PAGE NO.			NO. OF PAGES			REPORTS CONTROL SYMBOL																
D. GENERAL	E.	REFUELING												F.	GUNNERY												G.	CRUISE CONTROL												H. SIM CRSE
12		13				14								15				16				17	18	19				20				21								
CREW NUMBER		RENDEZVOUS				REFUELINGS								MAXIMUM LOAD				MAXIMUM LOAD TOTALS						PERFORMANCE INDEX				MISSIONS				SIMULATOR								
		TOTAL	IN DARKNESS		TOTAL	ROOT		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PERCENT FIRE-OUT				TOTAL ROUNDS		OVERALL PERCENT FUELOUT	NO. OF ATTACKS	GO GUNNERY																
		ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	ATT. SUCC.	1	2	3	1	2	3	LOADED	FIRE				1	2	3	4	TOTAL NUMBER	INSUPER LONG RANGE	SUPER RANGE	NON-LONG RANGE SUPER							

COMBAT READY CREWS:
SAC Negative (No combat ready crews except Standboard crews)
SUB
TOTAL Negative (No combat ready crews except Standboard crews)

NOTES:

6C-005P

CONFIDENTIAL

(When Filled In)

JET CREW AIR TRAINING REPORT - PART II												UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																		
D. GENERAL		E. REFUELING										F. GUNNERY					G. CRUISE CONTROL					H. SIM CRSE												
12		13				14						15			16		17		18		19				20		21							
CREW NUMBER		RENDEZVOUS				REFUELING						MAXIMUM LOAD			MAXIMUM LOAD TOTALS		NO. OF FIGHTER ATTACKS		NO. OF GUNNERY		PERFORMANCE INDEX				MISSIONS		SIMULATOR COURSE							
		TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS		TOTAL ROUNDS		LOADED		FIRED			OVERALL PERCENT FIRE-OUT						
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	1	2	3	4	5	6	7	8		9	10	11	12	13		
5-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	35-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
N11																																		
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SAC FORM 18 NOV 64 184a

PREVIOUS EDITION IS OBSOLETE.

6C-0028

Air Force - SAC, OMAH D-480(33) (When Filled)

0177

(When Filled In)

JET CREW AIR TRAINING REPORT - PART II										UNIT										MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																			
D. GENERAL		E. REFUELING																		F. GUNHURY										G. CRUISE CONTROL										H. S/C					
12		13				14										15				16				17		18		19								20		21							
CREW NUMBER		RENDEZVOUS				REFUELINGS										MAXIMUM LOAD				MAXIMUM LOAD TOTALS				OVERALL PER CENT FIRE-OUT		NO. OF FIGHTER ATTACKS		NO. GUNHURY		PERFORMANCE INDEX								MISSIONS				SIMULATOR			
		TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS REIGHT		MAXIMUM GROSS REIGHT		PER CENT FIRE-OUT		TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT		NO. OF FIGHTER ATTACKS		NO. GUNHURY		1		2		3		4		TOTAL NUMBER		UNDEPER. LONG RANGE		SUPER. LONG RANGE		NON-LONG RANGE		SIMULATOR			
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
6-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	70	71	72	73	74	75	76	77	78	79	80
7-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	70	71	72	73	74	75	76	77	78	79	80
8-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	70	71	72	73	74	75	76	77	78	79	80
9-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	70	71	72	73	74	75	76	77	78	79	80
10-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	70	71	72	73	74	75	76	77	78	79	80
11-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	70	71	72	73	74	75	76	77	78	79	80
12-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58																															

SAC 18 FO 184b

6C-0058

Air Force - SAC, Offutt O-155 (When Filled In)

JET CREW AIR TRAINING REPORT - PART III

UNIT

MONTH

1994

SAC 18 FORM 184b

6C-0058

Air Force - SAC, Offutt O-466(55) (When Filled)

0180

CONFIDENTIAL

JET CREW AIR TRAINING REPORT - PART III										UNIT 30TH BOMBARDMENT WING (M)										MONTH JUNE		PAGE NO. 1		NO. OF PAGES 2		REPORTS CONTROL SYMBOL 3-310-712												
I. GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTO				K. LOW ALT DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. SPECIAL WEAPONS																				
22 CREW NUMBER	23 LARGE SCALE		24 TRI-METROSON		25		26 ACTUAL PHOTO FLASH RUNS		27 SIM. PHOTO FLASH RUNS		28 PHOTO FLASH RDS RUNS		29 ACTUAL PHOTO FLASH RUNS		30 SIM. PHOTO FLASH RUNS		31 IR-TGT RUNS		32 NO. OF RADAR SCOPE MISSIONS		33 IFI				34 IFE				35 REFRESHER COURSE				36 OPERATIONAL MISSION				37 LOADINGS	38 CHECKS
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NO. OF RADAR SCOPE MISSIONS	ACFT COMDR	BOMB COMDR	PRM OPR	SECD OPR	ACFT COMDR	BOMB COMDR	PRM OPR	SECD OPR	ACFT COMDR	BOMB COMDR	CO PILOT	OSR	ACFT COMDR	CO PILOT	OSR				
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	68-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	48	52	55	57-58	60-61	63-64	66-67	68-69			
N69																					01	01	01	01	01	01	-	-	-	01	01	01	-	01				
N70																																						
SUB TOTAL																					04	04	04	04	04	04	04	03	03	03	04	04	04	-	04			
WING TOTAL																					04	04	04	04	04	04	03	03	03	04	04	04	-	04				
IN09																																						
IN11	NOT APPLICABLE				NOT APPLICABLE								NOT APPLICABLE																									
IN38					NOT APPLICABLE																																	
IN71	NOT APPLICABLE				NOT APPLICABLE																																	
XXXX																																						
COMBAT READY																																						
PRACT																																						
NON-READY																																						
PRACT																																						
SUB TOTAL																																						
ALL TNG TOTAL																					04	04	04	04	04	04	04	03										

SAC FORM NOV 64 184b

6C-0058

Air Force - SAC (When F)

0181

(When Filled In)

SAC RM N 55 184c PREVIOUS EDITION IS OBSOLETE.

6C-0058

Air Force - SAC, Offutt (55) (When Filled)

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV										UNIT 30TH BOMBARDMENT (MG) (M)										MONTH JUNE		PAGE NO. 2		NO. OF PAGES		REPORTS CONTROL SYMBOL 6C-06-712												
P. GENERAL		Q.		PILOT PROFICIENCY																				R. CREW PROFICIENCY										S. MISCELLANEDUS				
CREW NUMBER	NO. OF PILOT PROFICIENCY MISSIONS	TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES				FORMATION		EMERGENCY PROCEDURE DRILL	NIGHT TELL MISSIONS	COPRES-FLYING	ASSISTED TAKE-OFFS	GLOBE-THROWING MISSIONS	MONTH COMPLETED LAST STANDARD CHECK	CONTACTS ATTEMPTED	DROPPED SUCCESSFUL	FIGHTER ATTACK MISSIONS		
		ACFT COMDR	COPILOT	ACFT COMDR			COPILOT			ACFT COMDR			COPILOT			ACFT COMDR			COPILOT			AIRBORNE RADAR	PFI	SYND OUT	TOTAL TIME	HIGH ALTITUDE												
		FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL																			
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	68-69	70-71	72-73				
N11	--	02	--	02	--	02	--	--	--	--	02	--	--	01	--	01	--	--	01	--	--	--	--	--	--	11	--	--	--	--	--	--	--	--				
N31	--	06	--	05	--	05	01	--	01	--	02	--	--	03	--	02	--	--	01	--	--	--	--	--	--	04	--	--	--	--	--	03	--	--				
N32	--	04	--	04	--	04	--	--	--	--	01	--	--	01	--	04	--	--	02	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--				
N33	--	04	--	04	--	04	--	--	--	01	--	06	--	02	--	--	--	--	--	--	--	--	--	--	--	03	--	--	--	--	--	--	--	--				
N34	--	04	--	04	03	07	--	03	03	01	02	05	--	02	06	--	02	--	02	01	03	02	--	--	--	03	--	--	--	--	--	--	--	--				
N35	--	02	--	02	--	02	--	--	--	01	--	03	--	--	06	--	01	--	--	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--				
N36	--	04	--	04	--	04	--	--	--	--	02	--	--	02	--	--	--	--	--	--	--	--	--	--	--	06	--	--	--	--	--	--	--	--				
N37	--	04	--	04	--	04	--	--	--	--	02	--	--	02	--	01	--	--	01	02	02	--	--	--	--	01	--	--	--	--	--	--	--	--				
N39	--	03	--	03	--	03	--	--	--	--	02	--	--	--	01	--	01	--	--	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--				
N40	--	02	01	03	--	03	--	--	--	--	01	--	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
N61	--	02	--	02	--	02	--	--	--	02	03	06	--	03	03	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--				
N62	--	05	--	05	03	08	--	03	03	01	05	06	--	05	07	--	--	04	--	02	--	--	--	--	--	03	--	--	--	--	--	--	--	--				
N64	--	01	--	01	--	01	--	--	--	--	01	--	--	01	--	01	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--				
N65	--	05	--	05	--	05	--	--	--	03	--	06	--	--	02	--	--	--	--	--	--	--	--	--	--	04	--	--	--	--	--	--	--	--				
N66	--	01	--	01	--	01	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				
N67	--	06	--	06	--	06	--	--	--	03	01	04	--	--	--	--	--	--	--	--	--	--	--	--	--	06	--	--	--	--	--	--	--	--				
N68	--	01	--	01	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--				

SAC (When Filled In) 184c PREVIOUS EDITION IS OBSOLETE.

6C-06

Air Force-SAC, Offutt (55) (When Filled In)

0183

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV										UNIT										MONTH										PAGE NO.										NO. OF PAGES										REPORTS CONTROL SYMBOL									
JET CREW AIR TRAINING REPORT - PART IV										307TH BOMB SQUADRON (S)										JUNE										3										4										3-SAC-T12									
P. GENERAL		Q.		PILOT PROFICIENCY																				R. CREW PROFICIENCY										S. MISCELLANEOUS																									
CREW NUMBER	NO. OF PILOT PROFICIENCY MISSIONS	TAKE-OFFS		LANDINGS										GCA										ILAS										APPROACHES		FORMATION		EMERGENCY PROCEEDURE DRILL	NIGHT TELL MISSIONS	DEFENSE FLYING	ASSISTED TAKE-OFFS	GLOBE-TROTTER MISSIONS	MONTH COMPLETED LAST STANDARD CHECK	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS													
		ACFT COMDR	CO-PILOT	ACFT COMDR					CO-PILOT					ACFT COMDR					CO-PILOT					RISERONE		RISERTWO																																	
		FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	APPROACHES	FORMATION																																			
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	68-69	70-71	72-73																									
N69	-	02	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-																										
N70	-	04	-	04	01	05	-	-	-	02	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-																										
SUB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																										
TOTAL	-	99	01	98	22	120	02	14	16	20	11	65	-	10	45	01	0	30	-	01	12	04	06	03	-	59	-	-	-	-	-	-	-																										
WING	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																										
TOTAL	-	106	01	103	25	128	04	18	22	21	11	66	-	12	47	01	03	11	-	02	17	05	06	03	-	64	-	-	-	-	-	-	-																										
IN09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																										
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IN71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																										
XXXX	-	38	01	39	100	139	-	02	02	01	15	37	-	02	05	-	0	10	-	01	02	-	-	-	-	-	12	-	-	-	-	-	-	-																									
COMBAT READY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																										
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NON-READY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																										
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TOTAL	-	38	01	39	100	139	-	02	02	01	15	37	-	02	05	-	01	10	-	01	02	-	-	-	-	-	12	-	-	-	-	-	-	-																									
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TOTAL	-	144	02	142	125	207	04	20	24	22	26	103	-	14	52	01	04	41	-	03	19	05	06	03	-	76	-	-	-	-	-	-	-																										

SAC (IN 58) 184c PREVIOUS EDITION IS OBSOLETE.

6C-00.

Air Force-SAC, Office (55) (When Filled)

0184

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV										UNIT										MONTH										PAGE NO.										NO. OF PAGES										REPORTS CONTROL SYMBOL									
JET CREW AIR TRAINING REPORT - PART IV										307TH BOMBARDMENT WING (M)										JUNE										4										4										3-3AC-T12									
P. GENERAL		Q.		PILOT PROFICIENCY																				R. CREW PROFICIENCY										S. MISCELLANEOUS																									
39		40		41		42						43						44						45		46		47		48		49		50		51		52		53		54		55		56		57											
CREW NUMBER		NO. OF PILOT PROFICIENCY MISSIONS		TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES		FORMATION		EMERGENCY PROCEDURE		NIGHT CELL MISSIONS		DEPRESS- SURIZED FLIGHTS		ASSISTED TAKE-OFFS		GLOBE- POSTER MISSIONS		NIGHT CELL MISSIONS		STANDARD- CHECK		CONTACTS		CONTACTS		CONTACTS		CONTACTS											
6-10		12-13		15-16		18-19		21-22		27-28		33-34		39-40		43-44		47-48		51-52		54-55		57-58		60-61		63-64		67-68		71-72		75-76		79-80		83-84		87-88																			
33		Total Crews reported on																																																									
3		Combat Ready Crews reported on																																																									
27		Non-Ready Crews completed 51-19 Field Checkouts																																																									
4		Non-Ready Crews have not completed 51-19 Field Checkouts																																																									
		Crew N11 Shown as N11 and IN11 because of Aircraft Commander change effective 28 Jun 55																																																									

SAC 184c

PREVIOUS EDITION IS OBSOLETE.

6C-001

Air Force - SAC, Offutt

(55) (When Filled)

0185

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDER
NUMBER 45

16 June 1955

REORGANIZATION OF STRATEGIC AIR COMMAND..... SECTION I
INTERCOMMAND TRANSFER OF JURISDICTION OF STRATEGIC AIR COMMAND..... II

I. REORGANIZATION OF STRATEGIC AIR COMMAND. 1. Announcement is made that effective 1 July 1955, the following units are relieved from present assignment and are assigned to the Strategic Air Command numbered air forces indicated, without change in strength or station:

Unit	Present Assignment	New Assignment
SIXTH AIR DIVISION	Fifteenth Air Force	Eighth Air Force

2. Authority: Air Force Regulation 20-27.

II. INTERCOMMAND TRANSFER OF JURISDICTION OF STRATEGIC AIR COMMAND AIR FORCE BASES. 1. Announcement is made that the control accountability jurisdiction of Lincoln Air Force Base, Nebraska; Scott Hill Air Force Base, Kansas; and Forbe Air Force Base, Kansas are transferred from the Fifteenth Air Force to the Eighth Air Force effective 1 July 1955.

BY ORDER OF THE COMMANDER IN CHIEF:

OFFICIAL:

R.M. MONTGOMERY
Brigadier General, USAF
Chief of Staff

GLENN P. FUJL
Colonel, USAF
Adjutant

A CERTIFIED TRUE EXTRACT:

Marshall B. Kusch
Marshall B. Kuschner
2nd Lt, USAF

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 HEADQUARTERS
 307TH BOMBARDMENT WING (H)
 Lincoln Air Force Base
 Lincoln, Nebraska

307DOT

6 July 1955

SUBJECT: Programming Plan Report for June (RQS: 15-U)

TO: Commander
 Fifteenth Air Force
 Attention: Comptroller
 March Air Force Base
 California

1. This is the fourth monthly report on the conversion of the 307th Bombardment Wing (307th Bomb Wing Programming Plan 1-55).
2. During June, this Wing flew 146 B-47 sorties for a total of 809 hours. This figure was achieved with an average of 31.5 B-47 aircraft available during the month. Approximately 29 sorties were lost due to drag angle modification and fuel leaks. AOCF and periodic inspection requirements caused added loss. 50 hours were devoted to SAC Regulation 51-19 field checks, 535 hours to SAC Regulation 50-43 missions, 19 hours for ferrying aircraft, and 15 hours on other missions.
3. From the standpoint of our basic programming plan (1-55) combat crew training is behind schedule. Of 524 sorties planned, under the programming plan, 367 have been completed. While a significant amount of training has been lost due to K and radar system maintenance difficulties, the primary cause of the slippage in the training program was the slippage in the aircraft delivery schedule and the loss due to drag angle modification. This latter has caused the loss of 14 sorties in June. In addition, 4 aircraft were on loan to the 98th Bombardment Wing throughout the period, and one aircraft lost due to accident damage on 27 May.
4. The SAC Refueling Team has been working with this Wing since 13 June. They have completed the ten (10) air refueling check-outs contracted for 9 during June, the tenth on 1 July. Emphasis on refueling training plus the shortage of available sorties resulted in a slippage in the number of 50-43 non-refueling sorties flown. 30 air crews have completed their field checks.
5. The maintenance capability of this Wing has continued to improve but is still hampered by the lack of qualified 7 level maintenance

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Hqs 307th BW (M), 307DOT, Subj: Programming Plan Report for July (RCS: 15-U9)

supervisors required to man a maintenance standardization team and to bring maintenance control generally up to strength. During June, maintenance estimated they could support a flying program of 1026 hours and 171 sorties. 809 hours and 146 sorties were actually flown.

6. In addition to the maintenance control problem, the major problem areas are K-System, radar, electrical, instrument, and fuel cell maintenance. As indicated above, the drag angle modification requirement is seriously affecting aircraft availability.

7. Officer personnel status is generally satisfactory. However, the shortage of a Wing Special Weapons Officer, Production Control Officer, Unit Supply Officers, Survival Training and Equipment Officers, and Flight Test Maintenance Officer continue to hamper these functions. An Officer has been programmed in for the air inspectors vacancy which will materially assist the Commander in carrying out his responsibilities. School quotas have had an adverse effect in that the Quality Control Officer and Production Control Officer as well as the A&E Maintenance Supervisor are attending schools. Their return in August will strengthen the entire maintenance effort.

8. Airmen personnel problem areas are the 5 and 7 level in K and A5 maintenance, aircraft electrical repairmen, aircraft instrument repairmen, quality control supervisors and the administrative fields. The shortage of skilled airmen and supervisors in these areas is handicapping efficient maintenance and training programs.

9. While the present OJT program includes 713 of 736 eligible to participate, it is being rendered less effective by the shortage of skilled and supervisory personnel.

10. The 307th Air Refueling Squadron has two (2) non-operational crews in training. These are projected to be upgraded by 31 July. The 307th Air Refueling Squadron flew 150 sorties for 655 hours during June.

11. The low naming level 41% and equipping level, 70% Air Force equipment and 20% medical equipment, of the TAC Hospital continue to be an item affecting the readiness index of the Wing.

12. The following actions by higher headquarters are recommended:

- a. Provide an increased input in the rate and number of 5 and 7 skill level airmen in the K-System, aircraft general, electrical, and instrument maintenance fields and administrative and personnel areas.
- b. Equip this Wing with a full quota of aircraft (45).
- c. Provide the Wing with a qualified Wing Special Weapons

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Hqs 307th BW (M), 307DOT, Subj: Programming Plan Report for July (ACS: 15-U9)

Officer, Survival Training and Equipment Officers, Production Control
Officer, two Unit Supply Officer, and a Flight Test Maintenance Officer.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

10 Incls:

1. Training
2. Personnel
3. Materiel
4. Chart, B-47 Combat Readiness
5. Chart, B-47 Flying Hours
6. Chart, Flying Training % completed
7. Chart, B-47 Initial Field Check
8. Chart, B-47 Inflight Refueling Checks
9. Chart, Ground Training % completed
10. Chart, Special Weapons Check-outs.

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A. Flying Trainings:

1. During June, 135 B-47 crew training sorties and 11 other training sorties were flown to accomplish:

	<u>JUNE</u>		<u>ACCUMULATIVE</u>	
	Program	Accomp	Program	Accomp
B-47 Flying Hours	1266	809	2737	1834
SAC Reg 51-19 checks	0	1	33	30
Air Refueling Checks (Sec Para 3)	10	9	10	9
Special Weapons Checks	5	2	8	3
Upgrading to operational ready crews	0	0	3	3

a. During this month, an average of 32 aircraft have been available. Maintenance capability for the month was estimated as 171 sorties and 1026 flying hours. Actually flown were 146 sorties and 809 hours.

b. Maintenance cancellations were primarily due to drag angle modification and fuel cell leaks. These accounted for approximately 14 sorties and 84 hours, and 15 sorties and 90 hours respectively. In addition, four aircraft were on loan to the 98th Bomb Wing.

c. Radar and K-Systems difficulties were the primary cause of lost scheduled RES runs. These difficulties are aggravated by the shortage of qualified K-maintenance personnel.

2. As of 30 June, 28% of SAC Regulation 50-43 flying requirements were completed, of a programmed 40%.

a. In June 211 combat crew 50-43 sorties, exclusive of refueling, were programmed. 135 were flown. This discrepancy is due to the shortage of available sorties and concentration on refueling training during the presence of the SAC Refueling Team. At this time, three crews are operational ready, 12 are more than 25% completed, and 6 more than 50% completed. All crews have completed field checkout in accordance with SAC Regulation 51-19, except IN09, IN38 and IN71. The AC on crew IN71 and the Observers on crew 09 and 38 have just returned from Wichita.

3. Refueling Trainings: During June, the SAC Air Refueling Team was committed to check out ten potential instructor and standardization crews. Nine (9) crews were completed in June, the tenth on 1 July. This requirement for refueling check was not contemplated in the original programming plan, consequently the rate is ahead of the programmed figures.

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However, the overall figure of SAC Regulation 50-43 sorties programmed (313) including refueling, versus accomplished (226), shows a net deficit (87). The shortage of tanker sorties resulted from higher headquarters commitments to support operation "Taxi Driver" (35 sorties) and support of the 98th Bombardment Wing (30 sorties).

4. AF Regulation 60-2 Requirements: AF Regulation 60-2 requirements for all rated persons assigned to the Wing were accomplished.

B. Ground Training:

1. As of 30 June, 41% of SAC Regulation 50-43 Ground Training requirements were completed. Forty-five per cent was programmed. This percentage is directly related to the number of 50-43 missions flown because of the briefing and mission planning requirements.

2. Special Weapons Training is presently being conducted by three Squadron Special Weapons Officers, graduates of the delivery instructor course at Randolph Air Force Base. There is no qualified Wing Special Weapons Officer assigned. Present building facilities are not adequate. Classroom space is insufficient, nor is there room to properly locate the trainers. Equipment and publications are on hand or being received. It is anticipated that our program, with difficulty, can be accomplished successfully. At this time three (3) of a scheduled eight (8) crews have completed the course.

3. Organizational Personal Equipment training is not being properly accomplished and the personal equipment program is handicapped by a lack of qualified personnel.

4. All combat crews and all but six (6) of rated staff personnel are current in Physiological Training.

PROGRAMMING PLAN REPORT FOR JUNEPersonnel

I. Overall Wing Evaluations:

1. Officer Manning: As of 28 June 1955, 297 Officers were assigned to the Wing. Of these, 296 are effective. Based upon authorization of 428, we are 70% body manned and 69.6% effectively manned.

2. Airmen Manning: As of 30 June 1955, we have 1394 Airmen assigned. Of this number 904 are effective. Of an authorization of 1616, we are 86% body manned and 56% effectively manned.

3. The maintenance functions of this organization are seriously being handicapped due to the critical shortage of qualified airmen personnel in the direct support, as well as indirect support career fields. This in turn is adversely affecting our training program.

a. Specific soft spots are as follows:

(1) Radio and Radar Systems - 30 Career Field

Skill Level	Authorized	Assigned USAFSC
7	23	15
5	49	41
3	<u>12</u>	<u>27</u>
	84	83

Note: Of the 83 assigned, only 60 are effective, or 71%.

(2) Armament Systems Maintenance - 32 Career Field

Bomb Navigation (K-System) and B-47 Gunlaying System (A-5). In order to insure quality, as well as to facilitate the maintenance of this equipment, Headquarters SAC desires that the specialists listed below be furnished this Wing and be in place by the initial equipping date; (Reference SAC Manual 27-1-B-47 Planning Factors). To date this Wing has not been assigned the minimum hard core personnel to do an effective job in this area. Due to lack of supervisor trained personnel, difficulty has been encountered in instituting an effective on-the-job training program for 96 airmen classified in K-Systems and 72 classified in B-47 Gunlaying at the 3 skill level. Maximum effort

is being employed to place K-System airmen on TDH to March Air Force Base for approximately 50 days for the purpose of attending K-System MTD Training Course. We are 17% effectively manned in the Armament System Maintenance Field.

- ✓ Hard Core Bomb Navigation (K-System and B-47 Gunlaying System (L-5).

<u>AFSC</u>	<u>Hard Core Authorization in Accordance with SAC Manual 27-1</u>	<u>Assigned</u>
32150B	1	0
32150C	1	0
32150D	1	0
32150E	11	6
32170E	7	4
32350G	9	1
32370G	2	0
	<u>33</u>	<u>11</u>

- (3) Intricate Equipment Maintenance - 40 Career Field - we are authorized 16 airmen and have 11 assigned. Of this number, only nine are effective, thereby giving us an effective manning of 56.2%.
- (4) Aircraft Accessory Maintenance - 42 Career Field - 136 airmen are authorized and 100 assigned. Of this number 66 are effective or 48% critical shortages of supervisory personnel in this career field are as follows:

(a) Aircraft Instrument Repairmen:

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>
42270	1	3
42250	23	7
42230	7	24
42251	<u>2</u>	<u>2</u>
	<u>33</u>	<u>36</u>

Note: Of the 36 assigned, 19 airmen are effective; thereby giving us an effective manning of 58%.

(b) Hydraulic Specialists:

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>
42132	4	8
42152	15	9
42172	<u>4</u>	<u>3</u>
	<u>23</u>	<u>20</u>

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Note: Sixteen out of 20 assigned are effective, thereby giving us an effective manning of 70%.

(c) Aircraft Electricians:

<u>AFSC</u>	<u>Authorized</u>	<u>Assigned</u>
42370	10	3
42350	56	14
42330	<u>7</u>	<u>21</u>
	73	38

Note: Of the 38 assigned, only 24 are effective or 34%.

- (5) Aircraft and Engine Maintenance - 43 Career Field - we are authorized 662 airmen. Six hundred twenty-three (623) are assigned; 411 of the assigned strength are effective or 62%.
 - (6) Administrative Career Field - 70 Career Field - we are authorized 85 airmen and have 58 assigned, all effective or 68.2%.
 - (7) Personnel - 73 Career Field - we are authorized 46 airmen and have 27 effectively assigned, or 59%. Due to our critical manning in the Administrative and Personnel Career Fields and the projected loss of 14 airmen in those career fields during the next 90 days, plans are being laid for instituting a Wing Unit Personnel Organization. A major factor which is impeding this Wing from carrying out this plan is the lack of available space.
 - (8) Aircrew Protection - 92 Career Field - we are authorized 15 airmen in this career field and have only seven assigned. Of the assigned strength only four are effective or 26.6%. Only qualified personnel should be assigned this duty since human lives depend upon the condition of Personnel Equipment and the equipment will slowly deteriorate unless properly cared for.
- (a) Officer Manning - Body Manning - 70%
Effective Manning - 69.6%
- (b) Critical Officer Personnel Soft Spots - Shortages.
- 1 Wing Atomic Weapons Officer - 1416
 - 1 Production Control Officer - 4355
 - 1 Armament Systems Staff Officer - 3216

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4 Survival Training and Equipment Officer - 1435
1 Air Electronics Officer - 3054
1 Munitions Officer - 3254
1 Supply Officer - 6424
4 Personnel Officers - 7324
1 Flight Test Maintenance Officer - 4334

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*Confidential*PROGRAMMING PLAN REPORT FOR JUNEMaterial

A. Supply and Equipment Status:

1. Percentage of UME & USE on hand:

ORGANIZATION

	<u>UME</u>	<u>USE</u>
Hq Sq Section	77	84
370th Bomb Squadron	75	81
371st Bomb Squadron	74	77
372nd Bomb Squadron	76	88
307th Air Refueling Squadron	88	76
307th Field Maintenance Squadron	67	83
307th Periodic Maintenance Squadron	75	82
307th Armament & Electronics Squadron	77	82
307th TAC Hospital	70	(Medical Supplies - 20%)

2. Major Material Shortages Areas are:

17-B, Handtools; 17-C, Test Sets; Mock-up Components; and Special Tools

a. Ten (10) percent of the above shortages are considered in the critical category.

B. Maintenance Training Progress:

1. B-47 MTD Training, Lincoln AFB, Nebraska

a. Electronics: (Electronics MTD Unit departed Lincoln 19 May)

<u>COURSE</u>	<u>NO IN TRAINING</u>	<u>NO COMPLETED</u>
K-System	0	28
A-5 System	0	10
Basic Electronics	0	20
Special Weapons	0	15
Radar	0	8
Radio	0	30
TOTAL	0	111

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b. General Maintenance:

<u>COURSE</u>	<u>NO IN TRAINING</u>	<u>NO COMPLETED</u>
B-47 Engines	3	28
Hydraulics	2	2
Pneumatics	0	1
Inst & Auto Pilot	5	12
Seat Ejection	5	48
Electrical Systems	1	0
TOTAL	16	91

c. Aircraft General:

	<u>NO IN TRAINING</u>	<u>NO COMPLETED</u>
Maintenance Familiarization	62	120

2. March AFB, California:

a. Electronics:

K-System	8	28
A-5 System	0	22
Basic Electronics	0	15
TOTALS	8	65

3. Tech Rep School, Lincoln AFB, Nebraska

a. Electronics:

K-System	8	59
A-5 System	6	44
TOTALS	14	103

C. Electronics Maintenance: The shortage of skilled personnel as indicated in the personnel section is seriously handicapping K-System and radar maintenance. Armament and Electronics support is hindered due to the non-availability of a separate building. The building presently assigned is inadequate due to overcrowding.

D. The local purchase fund allotment, P458 fund for expendable and non-Air Force stocked items is inadequate, information received from 818th Air Division states that this condition will be somewhat alleviated in FY-56.

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1. As a result of the above and the backlog in the receipt of UME and USE equipment, this Wing is behind in projected lead time as established in Section V, para 1d, SAC Manual 27-1.

E. Recommendations:

1. That the input of five and seven level airman in the 32, 42, 43 and 64 career fields be accelerated.
2. Recommend that Local Purchase Funds for Fiscal Year 1956 be increased sufficiently to meet quota requirements of two Wings.
3. That a higher supply priority be assigned this Wing to enable reduction of lead time mentioned in paragraph D1 above.

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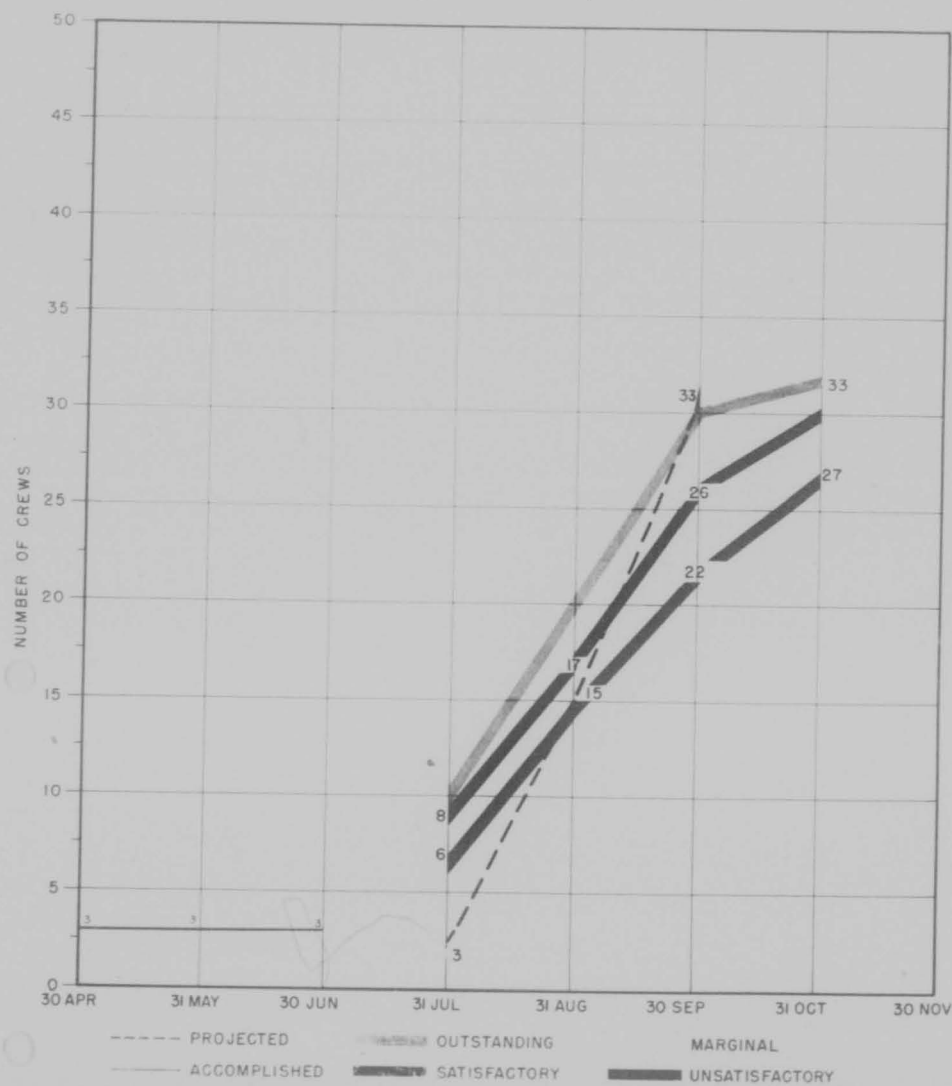
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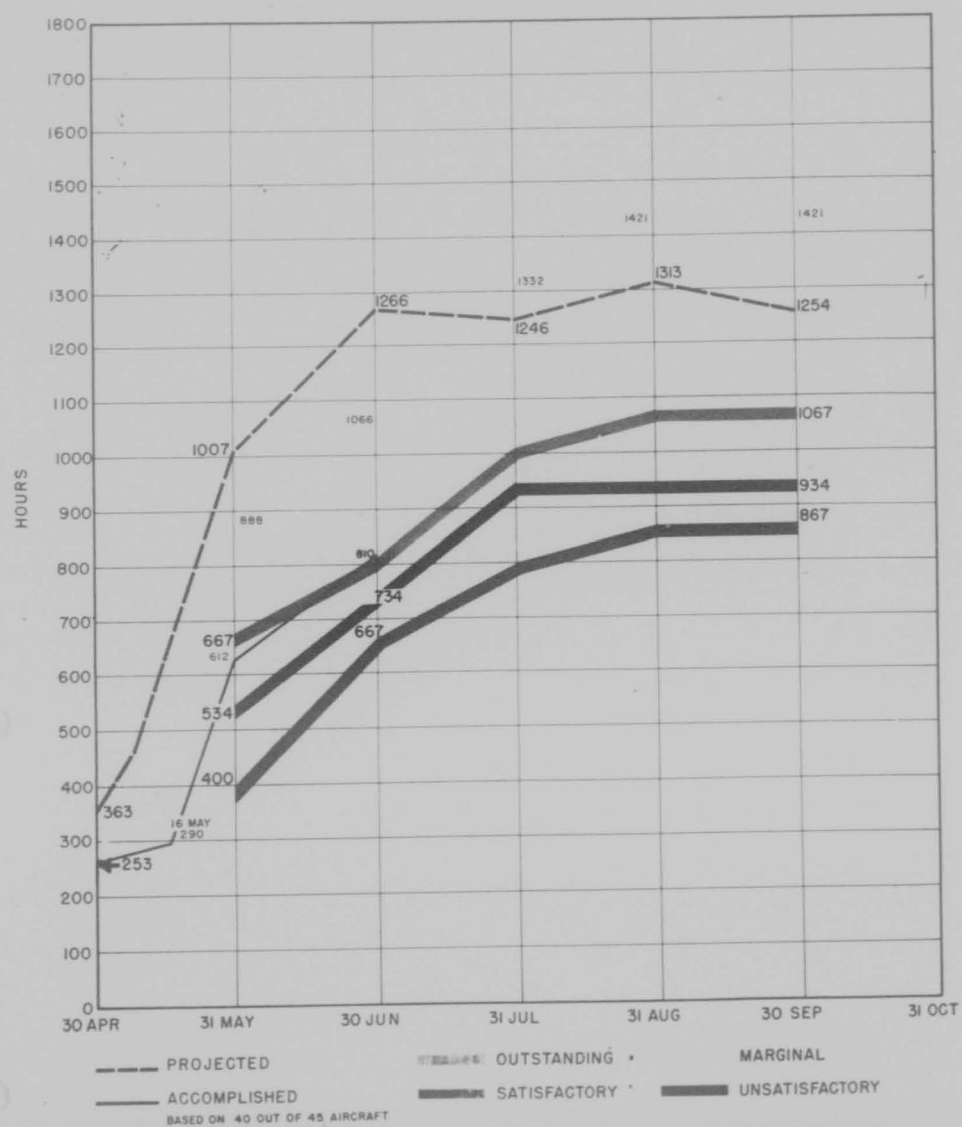
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B-47 Combat Readiness

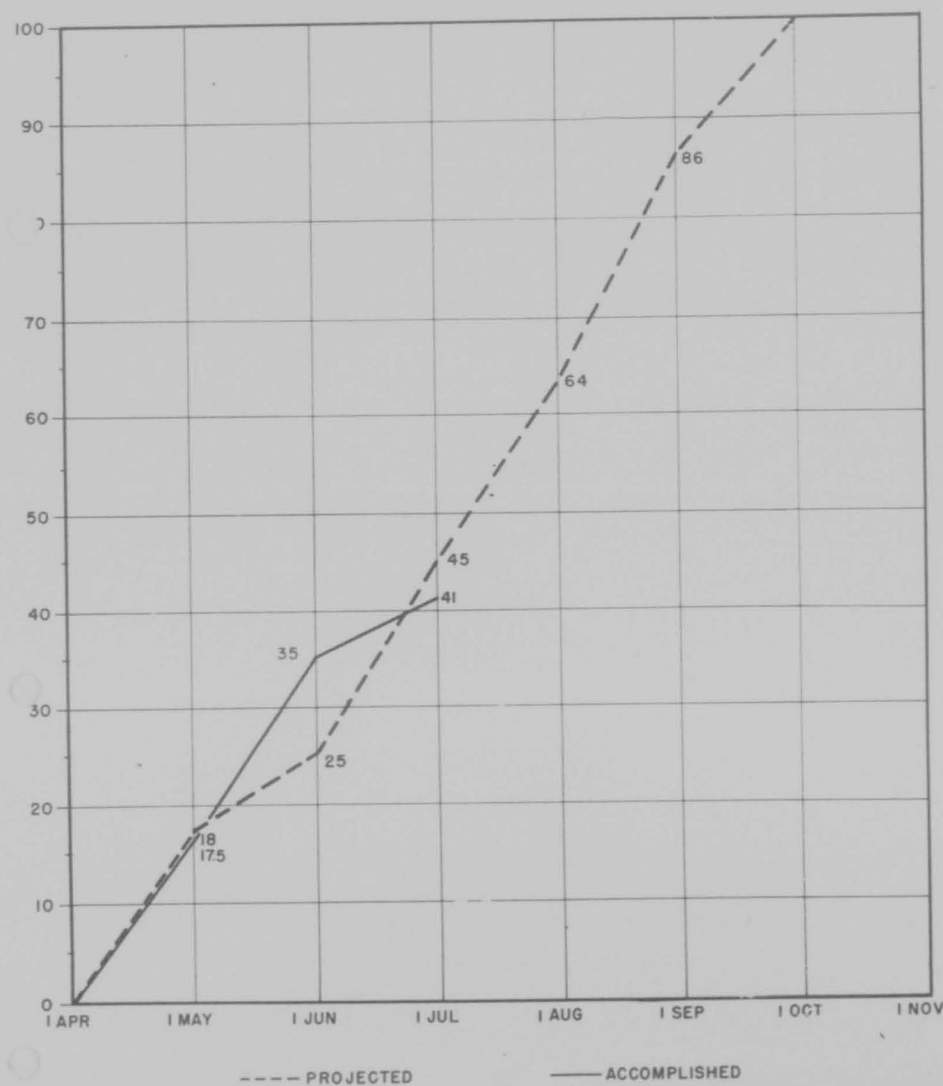
SAC REG 51-19 & 50-43



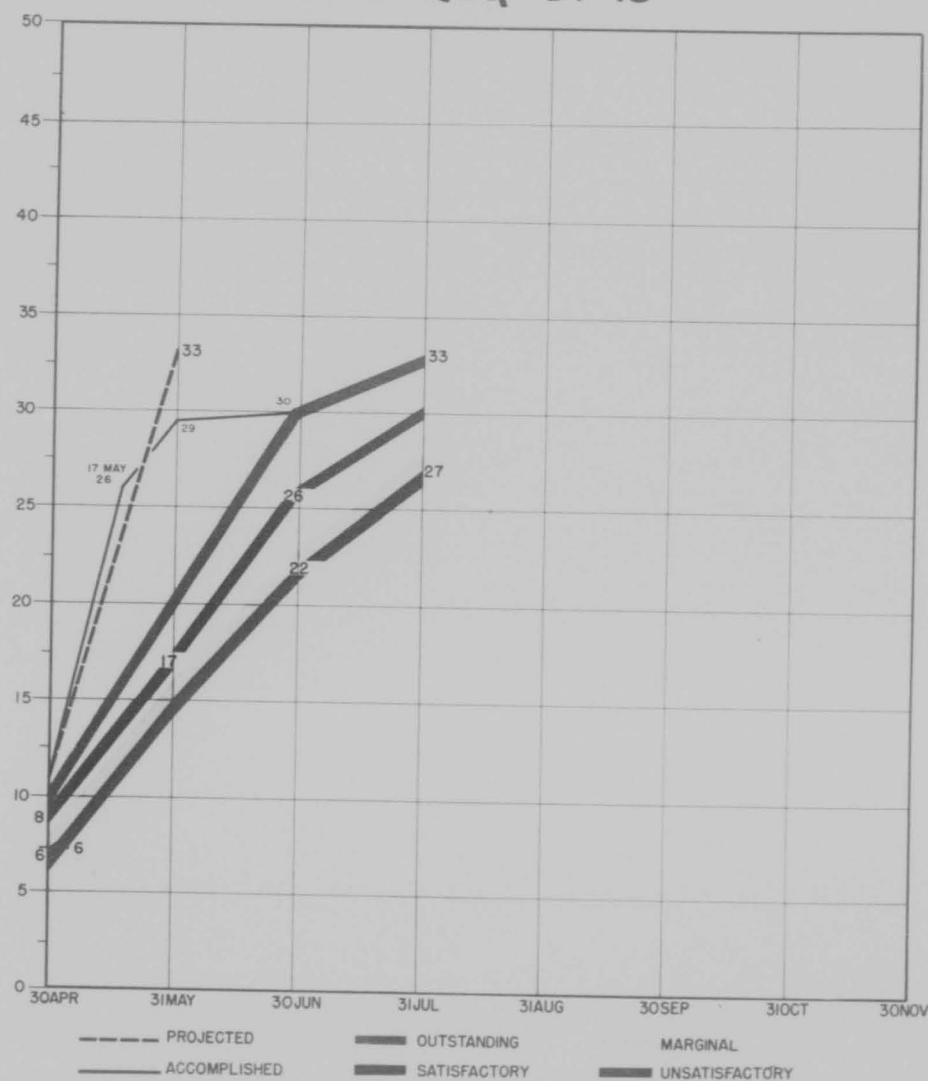
B-47 Flying Hours



Ground Training - % Completed
SAC REG 50-43

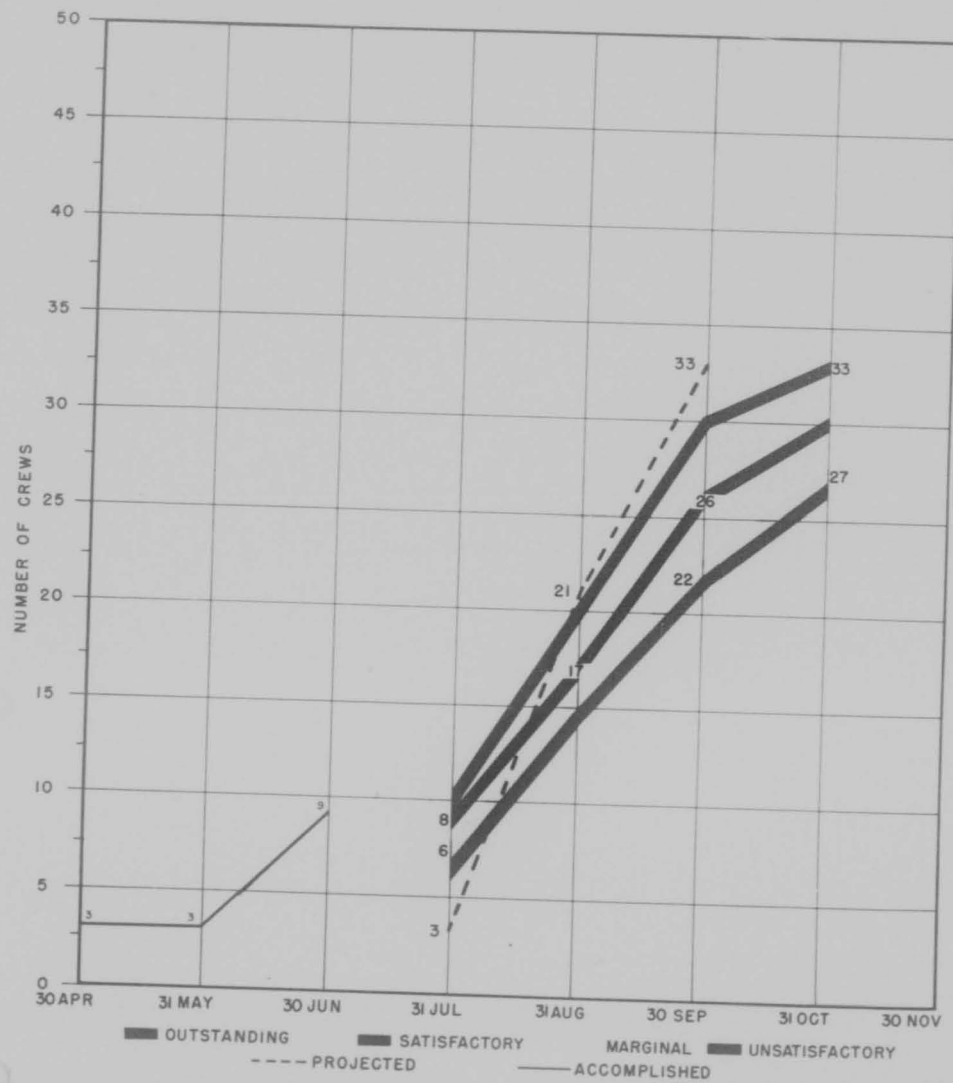


B-47 Initial Field Check SAC REG 51-19

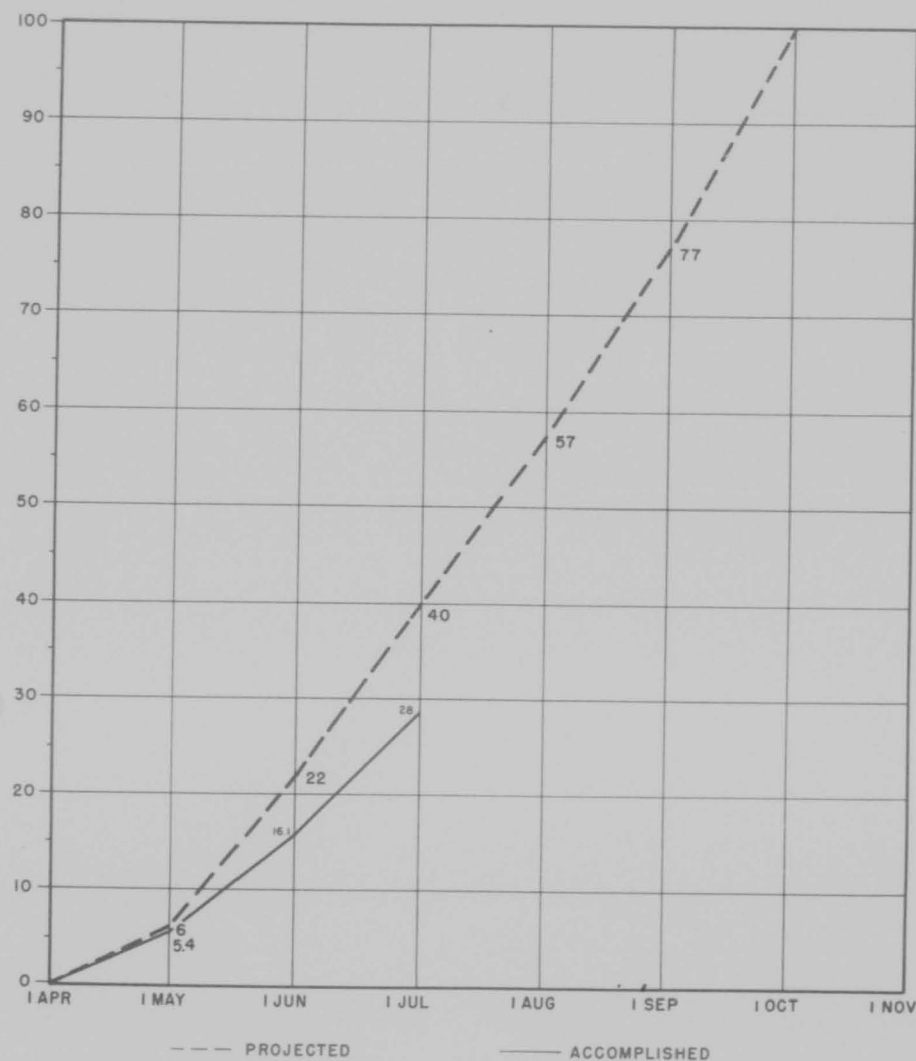


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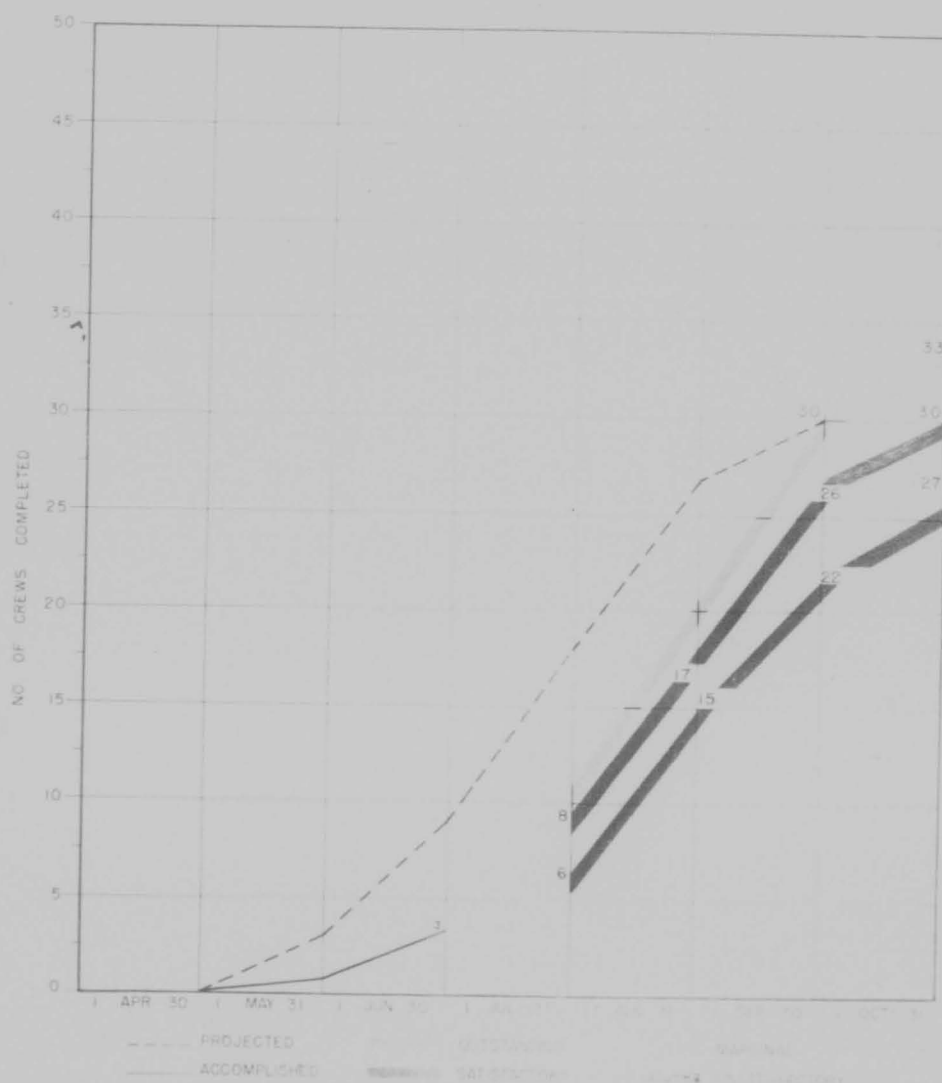
In-Flight Refueling Checkout



Flying Training ~ % Completed
SAC REG 50-43



Special Weapons Checkouts



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Lincoln Air Force Base Strength Report

As of: 30 June 1955

Organization	Officers			Airmen			Aggregate	
	Auth	Asgd	FFD	Auth	Asgd	FFD	Auth	Asgd
Hq 315th Air Div...	10	9	7	7	7	6	17	16
Hq 98th Bomb Wing...	54	47	39	107	83	75	161	135
343d Bomb Sq.....	77	51	44	100	89	80	177	140
344th Bomb Sq.....	77	51	38	100	83	79	177	134
345th Bomb Sq.....	77	50	35	100	79	74	177	129
98th Air Reflg Sq. 100	84	61	250	232	195	350	316	
98th A-E Maint Sq.. 13	7	7	331	299	269	344	306	
98th Fld Maint Sq.. 5	7	4	396	360	333	401	367	
98th Per Maint Sq.. 7	4	4	138	107	102	145	111	
98th Tac Hospital.. 27	12	11	95	72	68	122	84	
Total	437	313	243	1617	1409	1275	2054	1722
Hq 307th Bomb Wing...	45	49	39	107	73	71	152	127
370th Bomb Sq.....	77	48	41	100	177	74	177	225
371st Bomb Sq.....	77	52	42	100	90	83	177	142
372nd Bomb Sq.....	77	47	35	100	84	75	177	131
307th Air Reflg Sq. 100	79	56	250	234	198	350	312	
307th A-E Maint Sq. 13	10	9	331	314	297	344	324	
307th Fld Maint Sq. 5	7	7	396	354	336	401	361	
307th Per Maint Sq. 7	3	2	138	117	113	145	120	
307th Tac Hospital.. 27	4	4	95	46	43	122	50	
Total	428	293	235	1617	1404	1290	2045	1792
Hq 318th ABGp.....	70	46	42	326	303	255	396	349
318th Air Pol Sq... 12	8	9	343	373	321	355	391	
318th Food Sv Sq... 2	1	1	162	192	164	164	193	
318th Instls Sq.... 7	8	7	305	231	208	312	239	
318th Mtr Veh Sq... 5	5	5	163	152	143	168	157	
318th Ops Sq..... 14	14	13	180	147	126	196	161	
318th Supply Sq.... 14	15	13	391	339	274	407	354	
4168th USAF Disp... 5	1	1	15	1	1	20	2	
Total	133	98	91	1855	1738	1492	2018	1836
Total 318th AB...1008	718	476	5126	4613	4063	6134	5366	
Auditor General.... 3	3	3	1	1	1	4	4	
Det 10, 9th Wea Sq. 7	4	4	17	12	12	24	16	
Det 2, 1011th AM CS 2	1	1	16	29	29	34	30	
KC97-9 Mbl Tng Det. 1	1	1	1	16	12	12	17	
BL7-5 Mbl Tng Det.. 1	1	0	11	18	10	12	19	
BL7-26 Mbl Tng Det. 0	0	0	7	4	4	7	4	
Total	14	10	9	33	30	76	97	90
Total Lincoln AFB..1022	720	505	5209	4728	4139	6231	5456	

Statistical Services
Office ENT 477

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

AIR TRAINING REPORT FOR JUNE 1955 (RCS: 4-SAC-TL2)

PART IV: Wing Commanders Remarks

1. During June this squadron flew 655 hours of which 187 were on higher headquarters directed missions. These requirements, coupled with support of the conversion training of the Wing, have made accomplishment of routine SAC Regulation 50-8 training difficult. Major areas of difficulty in training are in the accomplishment of rendezvous. Emphasis is being placed in this area in refueling training in support of the Wing conversion.
2. Due to the loss of the Squadron Operations officer and the Squadron Observer in July, and no known input of AC qualified personnel, it will be necessary to regress a crew to fill these positions.
3. It is anticipated that heavy commitments to higher headquarters directed operations in July coupled with support of this wing's refueling training program, will continue to adversely affect accomplishment of 50-8 requirements in July.
4. Shortage of funds has resulted in a shortage of handtools, special tools and reduction in maintenance effectiveness.

Louis G. Thorup
LOUIS G. THORUP
Colonel, USAF
Commander

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307TH AIR REFUELING SQUADRON (M)
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

3 ARS

5 July 1955

SUBJECT: Squadron Commanders Remarks Refueling Air Training Report
(RCS: 4-SAC-T12)

TO: Commander
307th Bombardment Wing (H)
Lincoln Air Force Base
Lincoln, Nebraska

SECTION H - Squadron Commanders Remarks - Part III

a. Hours flown on missions directed by higher headquarters.

(1) Flown in support of the 40th Bomb Wing	147:30 hours
(2) Operation "Meadowlark III"	13:30 hours
(3) Ferrying personnel to Thule Air Base	22:50 hours
(4) Ferrying unit aircraft to OCAMA for project IRAN	3:30 hours
TOTAL	187:20 hours

b. Seventeen hours thirty minutes (17:30) were lost to weather because of intense thunderstorms over Lincoln Air Force Base and in Refueling areas.

c. There were no restrictive direction issued by SAC or AMC that affected training.

d. Combat crew member gains and losses:

- (1) Crew members gained: None
- (2) Crew members lost:
 - (a) Two Bom Operators; Discharge.
 - (b) One Navigator, Release from active duty.
 - (c) One Radio Operator, Discharge.

e. Crew members changes:

- (1) One Pilot.
- (2) One Navigator.
- (3) Two radio operators.
- (4) Two Refueling Operators.

f. No new crews were formed during the reporting period.

g. The following crew status changes were made during June:

- (1) MO7 to TO7, upgraded 15 June 1955.

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h. The wing Air Refueling Standardization crew is TOL.

i. Additional materiel and personnel problems:

- (1) This organization has 21 crews assigned with only sufficient pilots assigned to man these crews. With the projected loss of the Operations Officer in July, one crew will regress to short crew status when the Operations Officer is replaced by an aircraft commander.
- (2) This Squadron at the present time has two instructor pilots assigned. One IP is assigned to the Wing Air Refueling Standardization Board Crew and the other is assigned the assistant Wing Air Refueling Standardization Board Crew. Waivers have been requested for two additional instructor pilots, however pending approval of these waivers, a serious shortage of available instructors for instrument checks, transition and standardization checks exists.
- (3) The squadron observer is scheduled for PCS for upgrading training and will depart this squadron the first part of July. A suitable replacement is not available from resources within the squadron.

- j. (1) Satisfactory progress has been made toward the accomplishment of SAC Regulation 50-8 minimum training requirements with the exception of air refueling and rendezvous. Considerable difficulty has been encountered with rendezvous, in that while supporting higher headquarters directed missions utilizing the "Quick Rise" formation, only one (1) of the 5 aircraft in the formation receive rendezvous. Difficulty has also been encountered with rendezvous equipment malfunctions.
- (2) 42 sorties were flown in support of the 307th Bombardment Wing in accordance with Fifteenth Air Force Message DOTF 12459, dated 17 February 1955. In lieu of 37 transfers creditable in accordance with SAC Regulation 50-8, this unit accomplished 129 practice wet transfers and 1288 dry transfers.

k. One (1) non-combat ready crew is capable of deploying.

l. Non-combat ready flying time did not compare favorably with combat-ready crew flying time. Reasons for this discrepancy are listed by crew below:

- (1) M15 - Crew was not available for flying time for one week due to attendance of the KC-97 simulator Course at March AFB, California. Part of the crew were also TDY for altitude Chamber refresher course at Smoky Hill AFB, Kansas. During Operation "Taxi Driver" only combat ready crews were flown.
- (2) M23 - This crew did not receive the required monthly flying time due to the limiting of flying to combat ready crews for six (6) days of Operation "Taxi Driver." They also participated in Operation "Meadowlark" and altitude indoctrination.

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- m. Not required.
- n. Not required.
- o. Squadron Commander's request.
- (1) the following information:
 - (a) 1 Grid Navigation Legs -
 - (b) 16 Day on-site navigation
- (2) Additional pilot personnel should be assigned for enough in advance of projected losses to provide training before crew replacement required. Training requires a minimum flying time to qualify ready requires a minimum of ten (10) weeks and ninety (90) hours of flying time.

WALTER B. THURLOW
Lt Col, USAF
Commander

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m. Not required.

n. Not required.

o. Squadron Commander's remarks:

(1) the Following information is submitted in accordance with
Fifteenth Air Force Message DOTO 5533, dated 6 January 1955:

(a) 1 Grid Navigation Logs - CEA 4 N.M.

(b) 16 Day celestial Navigation Logs - CEA 5.4 N.M.

(2) Additional pilot personnel should be assigned the squadron
for enough in advance of projected losses in order to com-
plete training before crew regression results. MTD, ground
training and sufficient flying time to qualify as combat
ready requires a minimum of ten (10) weeks and approximately
ninety (90) hours of flying time.

EVERETT B. THURLOW
Lt Col, USAF
Commander

Confidential

3

600057

0239

CONFIDENTIAL

(When Filled In)

REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																											
										307th Air Refueling Squadron	June	1	3	4-CAL-112																											
A. GENERAL				B. RENDEZVOUS				C. REFUELING										D. NAVIGATION										E. CREW PROF.													
1	2	3	4	5		6		7		8										9					10					11					12	13					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 48		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		REFUELINGS										TO GROSS WEIGHT OF RECEIVER					DRY HOOK-UPS					NIGHT CELESTIAL					OTHER LEGS					EMERGENCY PROCEDURE	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	15,000 FEET OR ABOVE	IN RADIO SILENCE	IN DARKNESS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID	CIRCLAR ERRORS	CIRCLAR ERRORS	CIRCLAR ERRORS	CIRCLAR ERRORS								
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42					
T01	KC097	02	10	-	-	-	-	-	-	02	02	02	02	-	-	-	-	01	01	01	01	-	-	77	77	-	-	-	-	-	-	-	-	-	-	-	JUN				
T02	KC097	01	07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	26	-	-	-	-	-	-	-	-	-	01	APR					
T03	KC097	06	35	-	-	-	-	-	-	02	02	02	02	-	-	-	-	01	01	02	02	-	-	09	09	03	10	-	-	-	02	01	-	01	-	-	DEC				
T04	KC097	11	36	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	11	11	-	-	-	-	-	-	-	01	-	09	JAN					
T05	KC097	10	47	-	-	04	02	-	-	03	03	03	03	-	-	-	-	03	03	01	01	-	-	64	64	05	07	-	-	-	02	02	-	01	-	07	MAR				
T06	KC097	12	38	-	-	06	05	-	-	03	03	03	03	-	-	-	-	03	03	02	02	01	01	66	66	-	-	-	-	-	-	-	01	-	05	MAY					
T08	KC097	12	54	-	-	05	05	-	-	04	04	04	04	-	-	-	-	02	02	02	02	-	-	52	52	-	-	-	-	-	-	03	01	01	02	04	FEB				
T09	KC097	10	52	-	-	03	01	01	01	04	04	04	04	-	-	-	-	03	03	03	03	-	-	108	108	07	-	-	-	-	01	01	-	02	-	01	JAN				
T10	KC097	07	28	-	-	01	01	-	-	03	03	03	03	-	-	-	-	-	-	02	02	02	02	22	22	10	-	-	-	-	01	-	-	01	-	03	MAY				
T11	KC097	10	43	-	-	02	02	-	-	03	03	03	03	-	-	-	-	01	01	02	02	01	01	25	25	11	-	-	-	-	01	01	-	01	-	-	FEB				
T12	KC097	12	50	-	-	02	-	-	-	02	01	02	01	-	-	-	-	-	-	-	-	-	-	26	26	14	-	-	-	-	01	02	-	01	01	02	JAN				
T13	KC097	02	09	-	-	-	-	-	-	01	01	01	01	-	-	-	-	01	01	-	-	-	-	20	20	-	-	-	-	-	-	-	-	-	-	-					
T14	KC097	07	24	-	-	01	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	37	37	-	-	-	-	-	-	-	-	-	-	-					
T17	KC097	02	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	63	01	02	-	-	-	-	-	-	-	-	-						
T18	KC097	05	21	-	-	01	01	-	-	04	04	04	04	-	-	-	-	01	01	-	-	-	-	97	97	-	-	-	-	-	-	-	-	-	-	-					
T19	KC097	13	60	-	-	03	02	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	40	40	05	11	-	-	-	-	-	-	-	-	-					

SAC FORM 36
1 NOV 54

PREVIOUS EDITIONS ARE OBSOLETE.

6C-0057

Air Force-SAC, Offset O-443(55)

(When Filled In)

0240

CONFIDENTIAL (When Filled In)

REFUELING AIR TRAINING REPORT - PART I										UNIT 307th Air Refueling Squadron										MONTH June		PAGE NO. 2		NO. OF PAGES 3		REPORTS CONTROL SYMBOL A-100-T12											
A. GENERAL				B. RENDEZVOUS				C. REFUELING										D. NAVIGATION								E. CREW PROF.											
1	2	3	4	5		6		7		8										9				10				11				12	13				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	AN/APN 28 OR 88		AN/APN 12 OR 78		AN/APN-11 OR AN/APN-6		REFUELINGS										DRY HOOK-UPS				NIGHT CELESTIAL				OTHER LEGS				STANDARDIZATION CHECK	MONTH COMPLETED LAST				
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID	CEL. RADAR	PRESSURE PATTERN	EMERGENCY PROCEDURE											
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T20	KC097	08	38	-	-	02	02	-	-	02	02	02	02	-	-	-	-	02	02	01	01	-	-	25	25	03	06	-	-	-	02	02	-	02	-	03	MAR
T22	KC097	10	31	-	-	02	-	-	-	02	02	02	02	-	-	-	-	-	-	01	01	-	-	08	08	-	-	-	-	-	-	-	-	-	-	MAY	
T07	KC097	01	06	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	20	-	-	-	-	-	-	-	-	-	-	JUN		
SUB TOTAL		129	593	-	-	34	24	01	01	36	35	36	35	-	-	-	-	20	20	19	19	04	04	719	719	59	36	-	-	-	14	16	01	16	03	41	-
M15	KC097	01	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05	05	-	-	-	-	-	-	-	-	-	01	APR		
M23	KC097	03	15	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	65	-	-	-	-	-	-	-	-	-	01	APR		
M07	KC097	04	25	-	-	02	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	120	-	-	-	-	-	-	-	-	-	-	JUN		
SUB TOTAL		08	48	-	-	02	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	190	190	-	-	-	-	-	-	-	-	-	02	-		
TOTAL		149	651	-	-	36	25	02	02	38	37	38	37	-	-	-	-	21	21	20	20	04	04	986	986	59	36	-	-	-	14	16	01	16	03	43	-
IM15	AC	95	%	14	NX	E	75	%	08	BO	X																										
IM23	ACX	NX		E	95	%	20	BO	X																												
XXXX		01	05	-	-	01	01	-	-	06	06	06	06	-	-	-	-	-	-	-	-	-	10	10	-	-	-	-	-	-	-	-	-	-	-		
COMBAT READY PRACTICE		-	-	-	-	01	01	-	-	115	108	115	108	-	-	-	-	10	10	01	01	01	01	22	22	-	-	-	-	-	-	-	-	-	-	-	

SAC FORM 36
1 NOV 54

PREVIOUS EDITIONS ARE OBSOLETE.

60-0057

Air Force - SAC, Offutt O-443(55)

(When Filled In)

0241

CONFIDENTIAL (When Filled In)

REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																								
										307th Air Refueling Squadron	June	3	3	4-SAC-T12																								
A. GENERAL				B. RENDEZVOUS			C. REFUELING										D. NAVIGATION					E. CREW PROF.																
1	2	3	4	5	6	7	8										9					10					11		12	13								
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 88		AN/APN-11 OR AN/APX-8	REFUELINGS										DRY HOOK-UPS					NIGHT CELESTIAL					OTHER LEGS					EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK					
				ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	15,000 FEET OR ABOVE	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL.	RADAR	PRESSURE PATTERN											
6-10	11-15	17-18	20-23	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42		
NON-CURRENT RELAY PRACTICE				-	-	-	01	01	-	-	42	42	42	42	-	-	-	-	03	03	-	-	-	-	270	270	-	-	-	-	-	-	01	-	02	-	-	
TOTAL				01	05	-	03	03	-	-	163	156	163	156	-	-	-	-	13	13	01	01	01	01	302	302	-	-	-	-	-	-	01	-	02	-	-	
TOTAL ALL TNG				150	656	-	39	28	02	02	201	193	201	193	-	-	-	-	34	34	21	21	05	05	1288	1288	59	36	-	-	-	14	16	01	18	03	43	-

SAC FORM 1 NOV 54 36

PREVIOUS EDITIONS ARE OBSOLETE.

6C-0057

Air Force-SAC, Offutt O-443(55)

(When Filled In)

0242

SAC JRM 36a
1 38

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6C-0057

Air Force - SAC, Offutt O-614(55)

(When Filled In)

CONFIDENTIAL (When Filled In)

REFUELING AIR TRAINING REPORT - PART II

UNIT: 307th Air Refueling Squadron MONTH: June PAGE NO.: 2 NO. OF PAGES: 3 REPORTS CONTROL SYMBOL: 4-SAC-T12

F. GENERAL CREW NUMBER	G. CRUISE CONTROL										H. SIM CRSE	I. PILOT PROFICIENCY																J. KC-97 CREWS				K. MISCELLANEOUS									
	14. PERFORMANCE INDEX					15. MISSIONS						17. NO. OF PILOT PROFICIENCY MISSIONS	18. TAKE-OFFS		19. LANDINGS		20. GCA		21. ILAS		22. APPROACHES		23. FORMATION		25. CARGO	26. PASSENGER	27. NUMBER OF PRE-COMBAT PLACEMENTS	28. PASSENGER EMERGENCY DRILLS	29. PASSENGER IN DANGERS	30. RENDEZVOUS ATTEMPTED	31. RENDEZVOUS SUCCESSFUL	32.	33.	34.	35.						
	1	2	3	4	5	UNDEVELOPED RANGE	SUPERVISED LONG RANGE	HOMELONG RANGE	SUPERVISED	TOTAL			ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT												ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT
T20	95	-	-	-	-	-	01	-	01	-	01	03	03	03	03	03	03	-	-	04	03	03	01	01	-	01	03	-	03	-	-	-	-	-	-	-	-	-			
T22	-	-	-	-	-	-	-	-	-	-	01	04	03	04	03	03	04	-	-	02	01	01	03	03	03	-	-	01	-	-	-	-	-	-	-	-	-				
TC7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
SUB TOTAL	96	96					07	04	-	11	-	15	55	54	56	53	31	40	04	05	29	32	18	19	18	09	06	03	10	19	03	03	-	-	-	-	-	-			
M15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	03	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
M23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	02	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-				
M07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	01	-	01	-	-	-	-	-	-	-					
SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	05	03	-	-	-	05	02	-	-	-	-	-	01	-	02	-	-	-	-	-	-	-				
TOTAL	96	96	-	-	-	07	04	-	11	-	15	55	54	56	53	36	43	04	05	29	37	20	19	18	09	06	04	10	21	03	03	-	-	-	-	-	-				
IM15		AC	95 %	14	NX	E	75 %	08	BO	X	17																														
IM23		ACX	NX	E	95 %	20	HO	X																																	
XXXXX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
COMBAT READY PRACTICE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					

SAC (When Filled In)

36a

PREVIOUS EDITIONS ARE OBSOLETE.

6C-0057

Air Force - SAC, Offutt O-614(15)

(When Filled In)

0244

CONFIDENTIAL (When Filled In)

REFUELING AIR TRAINING REPORT - PART II

UNIT: 30TH AIR REWING STATION MONTH: JUNE PAGE NO. NO. OF PAGES REPORTS CONTROL SYMBOL

G. CRUISE CONTROL														I. PILOT PROFICIENCY														J. KC-97 CREWS				K. MISCELLANEOUS																																																																																																																																																																																															
15. PERFORMANCE INDEX														16. MISSIONS														17. TAKE-OFFS														18. LANDINGS														19. GCA														20. ILAS														21. APPROACHES														22. FORMATION														23. LOADINGS														24. PASSENGERS														25. PRE-COMPUTATION														26. PASSENGER EMERGENCY														27. DRILLS														28. REPAIRS														29. IN DARKNESS														30. SUCCESSFUL													
CREW NUMBER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35																																																																																																																																																																																												
6-10	16-18	19-21	22-24	25-27	28-30	31-32	33-34	35-36	37-38	39	40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89-90	91-92	93-94	95-96	97-98	99-100																																																																																																																																																																																						
NON-COMBAT READY																																																																																																																																																																																																																															
TOTAL																																																																																																																																																																																																																															
TOTAL ALL						07	04		11			15	55	54	56	53	36	43	04	05	29	37	20	19	18	09	06	04	10	21	03	03																																																																																																																																																																																															
21	TOTAL CREWS REPORTED ON																																																																																																																																																																																																																														
19	COMBAT READY CREWS REPORTED ON																																																																																																																																																																																																																														
2	NON-COMBAT READY CREWS REPORTED ON																																																																																																																																																																																																																														
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SAC FORM 36a PREVIOUS EDITIONS ARE OBSOLETE. 6C-0057 Air Force - SAC, Offutt D-614(55) (When Filled In)

0245

HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

SPECIAL ORDERS)
NUMBER 36)

31 March 1955

11. CAPT ROBERT W GOTTLEIB, AO5663556, is hereby APT ADJ for 307 BOMWG (M) this STA (SAC) EFF 1 APR 55, vice MAJ ALFRED P LISTA, AO569120 REL.
12. CAPT ROBERT W GOTTLEIB, AO5663556, is hereby APT TOP SECRET CON OFF for 307 BOMWG (M) this STA (SAC) EFF 1 APR 55, vice MAJOR ALFRED P LISTA, AO569120, REL.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED P LISTA
Major, USAF
Adjutant

ROBERT W GOTTLEIB
CAPT. USAF
ASST ADJ

DISTRIBUTION: 'A'
2 - EA INDIV CONC
1 - EA 201 file
1 - Base Finance

A CERTIFIED TRUE EXTRACT:

Marshall B Kush
MARSHALL B KUSHNER
2nd Lt. USAF

HEADQUARTERS
818TH AIR DIVISION (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Order Number 394

6 June

SUBJECT: Temporary Duty Travel

TO : See Distribution

1. CDR LOUIS G THORUP, 1394, HQ, 307th BOMB WG, this STA, WP o/a
7 JUN 55 to this STA to HQ 15th AF, March AFB, CIPAP, on TDY for APRX 5
days for the purpose of reporting major a/c accident to COMR, 15th AF,
(DPUC) & UCMR proper ORGN, this STA. OFF is cleared for access to GLAS War
up to & INC TCPSEC for this PD of TDY. MIL ACFT WHEN AVAIL. TDN 5753400
067-5700 P458-02 325-605. AUTH: AFR 35-32, SAC REG 35-19 & 15th AFR 35-2.

BY ORDER OF THE COMMANDER:

DISTRIBUTION:
"D"

ALFRED P LISTA
MAJ USAF
ADJ

A CERTIFIED TRUE EXTRACT:

Marshall Blush
MARSHALL B KUSHNER
2nd Lt, USAF

HEADQUARTERS
818TH AIR DIVISION (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Order Number 418

16 June 1955

SUBJECT: Temporary Duty Travel

TO : See Distribution

3. COL ROBERT W CHRISTY, AO421045, Hq. 307th BOMB WG, this STA, WF o/a 17 JUN 55 ER this STA to Thule AB, Greenland. CIPAF, on TDY for APRX 7 days for the purpose of SAC Air Operations. (DPUC) & UCMR proper ORGN. this STA. OFF is cleared for access to CLAS MAT up to & ISC TOPSEC for this PD of TDY. OFF is DCG as SECRET Courier for this PD of TDY & OFF AUTH to carry sidearm for the protection of MAT affecting ACTY of the National MIL Establishment. MIL ACFT DIR WHEN AVAL. TDR 5753400 067-5700 P458-02 025-605. AUTH 35-52, SAC WEG 35-19, & 15th APR 35-2.

BY ORDER OF THE COMMANDER:

HARRY S GALLARDA
CAPT USAF
ASST ADJ

DISTRIBUTION:
"2"

A CERTIFIED TRUE EXTRACT:

Marshall B Kueh
MARSHALL B KUEHNER
2nd Lt. USAF

0248

HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDERS)
NUMBER 5)

25 April 1955

1. ASSUMPTION OF COMMAND: Under provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 307th Bombardment Wing Medium (SAC) during the temporary absence of COLONEL LOUIS G TUCKER, 1363A.

DISTRIBUTION: 'A'

ERNEST C MARDIN JR
Colonel, USAF
Commander

#10

0249

HEADQUARTERS
307TH BOMBARDMENT WING MEDICAL (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDER)
NUMBER 6)

27 April 1955

1. ASSUMPTION OF COMMAND: Under provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 307th Bombardment Wing Medical (SAC) vice COLONEL ERNEST C. HARTEN JR., relieved.

DISTRIBUTION: 'A'

Louis G. T. Grue
LOUIS G. T. GRUE
Colonel, USAF
Commander

11

0250

HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDERS)
NUMBER 7)

29 April 1955

1. ASSUMPTION OF COMMAND: Under provisions of Air Force Regulation 35-54 as amended, the undersigned hereby assumes command of the 307th Bombardment Wing, Medium (SAC) during the temporary absence of COLONEL LOUIS G THORUP, 1393A.

DISTRIBUTION: 'A'

ERNEST C HARDIN JR
Colonel, USAF
Commander

412

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HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDERS)
NUMBER 8)

10 May 1955

I. ASSUMPTION OF COMMAND: Under provisions of Air Force Regulation 35-54 as amended, the undersigned hereby assumes command of the 307th Bombardment Wing, Medium (SAC) vice COLONEL ERNEST C. HARDIN JR, relieved.

DISTRIBUTION: 'A'

Louis G Thorup
LOUIS G THORUP
Colonel, USAF
Commander

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HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDERS)
NUMBER 9)

8 June 1955

1. ASSUMPTION OF COMMAND: Under provisions of Air Force Regulation 35-54, as amended, the under-signed assumes command of the 307th Bombardment Wing, Medium (SAC) during the temporary absence of COLONEL LOUIS C THORUP, 1393A.

DISTRIBUTION: 'A'

ERNEST C HARDIN JR
Colonel, USAF
Commander

A CERTIFIED TRUE COPY:

Marshall B. Kush
MARSHALL B KUSHNER
2nd Lt. USAF

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HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDERS)
NUMBER 10)

27 June 1955

1. ASSUMPTION OF COMMAND: Under provisions of Air Force Regulation 35-54, as amended, the undersigned assumes command of the 307th Bombardment Wing, Medium, (SAC), vice COLONEL ETHEL C HARDIN, JR, 82111, relieved.

DISTRIBUTION: 'A'

Louis G. Thorup
LOUIS G THORUP
Colonel, USAF
Commander

116

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SECRET
HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

CLASS: SECRET
AUTH: CDR 307 BM
NAME: [redacted]
DATE: 5 June 1955

307DOT

5 June 1955

SUBJECT: Monthly Programming Plan Report (RCS: 15-U9)

TO: Commander
Fifteenth Air Force
ATTN: Comptroller
March Air Force Base
California

1. This is the third monthly report on 307th Bomb Wing Programming Plan 1-55.
2. In compliance with 15th AF Regulation 27-1, the following summaries are submitted:
 - a. During May a total of 612:05 B-47 hours were flown. Of these 222 were for SAC Reg 51-19 field checks, 320 for SAC Reg 50-43 missions, 46 ferrying aircraft, and 16 on staff and test flights. 6 hours were flown by 98th Bomb Wing crews ferrying 307th Bomb Wing aircraft.
3. Officer personnel status is generally satisfactory. However, the shortage of a Wing Special Weapons Officer, a Production Control Officer, two unit supply officer and three Survival Training and Equipment Officers are adversely affecting these functions.
4. Problem areas exist in airman manning in the 5 and 7 skill levels in K and A5 Maintenance, Aircraft Electrical Repairman, and Aircraft Instrument Repairman career fields. Problems are developing in the Administrative and Personnel areas.
5. The present OWT program encompasses 778 of 821 eligible. It is handicapped by a lack of adequate qualified supervisors.
6. Thirty crews have completed SAC 51-19 check outs. One of these (N63) was disbanded and an additional crew formed (IN71). Four remain to complete field checks.
7. One crew has completed Special weapons refresher (NO4).
8. Three former 93rd Bomb Wing crews are being given air refueling IP check outs. One of these (R30) has completed. These crews are operational ready.
9. Refueling checkouts are being seriously affected by lack of tankers. The refueling flying training program was delayed one week because the SAC Refueling IP's were flying with the 98th Bomb Wing.

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10. 307th AREFS has 3 non-operational crews in training. Two of these are projected to be operational by 30 June. Support of conversion training of this wing will inhibit the accomplishment of 50-8 requirements by the refueling squadron.

11. Projected maintenance capability in May was 750 hours. 612 hours were flown including 53 ferrying aircraft. Programmed availability of aircraft was 38, actual 26.7. Four (4) aircraft are on loan to 98th Bomb Wing.

12. Major maintenance problem areas are K system and radar maintenance, electrical, maintenance, and aircraft instrument maintenance. Considerable difficulty has been experienced in fuel cell repair. Assistance was obtained from CCAMA.

13. The low manning level (23%) and equipping level (47%) of the 307th TAC Hospital, while not adversely affecting the conversion training of the wing, do affect the combat readiness index. Continued low levels in this organization will hold this index below acceptable levels.

14. The following actions by higher headquarters are recommended:

a. Provide this Wing with a fully qualified Wing Special Weapons Officer, Survival Training and Equipment Officers, and a Production Control Officer.

b. Increase the quantity and rate of input of 5 and 7 skill level airmen in the K-system, electrical, aircraft instrument, personnel and administrative areas.

c. Equip this wing with a full quota of forty five aircraft.

9 Incls

1. Training
2. Personnel
3. Material
4. Chart, B-47 Combat Readiness
5. Chart, B-47 Flying Hours
6. Chart, Flying Training % completed
7. Chart, B-47 Initial Field Check
8. Chart, B-47, Inflight Refueling Checkouts
9. Chart, Special Weapons Checkouts

ERNEST G. HARDIN
Colonel, USAF
Deputy Commander

SECRET

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

MONTHLY PROGRAMMING PLAN REPORT FOR MAY

TRAINING

1. During May 109 B-47 crew training sorties were flown to accomplish:

	May		Overall	
	Program	Accomp	Schd	Acc.
B-47 Flying Hours	1007	612	1471	1025
SAC Reg 51-19 Checkouts	21	23	33	29
Air Refueling checks	3	3	3	3
Special Weapons checks	3	1	3	1
Operational Ready Crews	3	3	3	3

2. Crew changes caused the disbanding of crew N63 which had completed its field check. The table above does not include the field check of this crew. Field checks on four crews were not completed. Crew IN09 observer TDY to McConnell; crew IN10 75% completed; crew IN38 observer pending grounding, AC and CP completed; crew IN71, AC and observer TDY to McConnell ABF, CP completed.

3. a. Deviation from the programmed hours resulted largely from the fact that an average of 26.7 aircraft were available instead of 38 as originally programmed.

b. Maintenance difficulty particularly in K and Radar areas was the major cause in the loss of 184 of a scheduled 285 Radar RBS runs. A site scheduling problem which caused some initial losses, has been resolved.

c. Drag angle modifications on 3 aircraft has caused a loss of approximately 12 sorties in May. Loss of one aircraft in an accident in May resulted in the loss of approximately 1 sortie. Drag angle modification will be a continuing difficulty. It is anticipated that at least two aircraft will be out for this cause at all times.

d. Hours lost on maintenance confirmed sorties to various major causes are approximately as follows:

K and Radar maintenance	22 hours
Fuel cell and system maintenance	32 hours
Instrument and Electrical maintenance	23 hours
Communications maintenance	14 hours

4. Air refueling ground training under the SAC Refueling Team started on 16 May. Flying training started 23 May. Refueling checkouts are completed for one SAC Professional IP and three former 93rd Wing pilots who are Wing IP's. One of these latter pilots has completed a refueling IP checkout. The SAC PIP checkout is not reflected in the Wing programming accomplishment figures. 30 refueling sorties were programmed in May.

Inclosure #1

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4. Six of nine refueling sorties scheduled in support of the end refueling Team were flown successfully. Two were aborted because of weather, one for maintenance difficulty. Non availability of tankers, and a delay of one week in starting refueling flights, accounted for the loss of the remaining 21 programmed refueling sorties. It is anticipated that operational commitments on the 307th ARPS during June will further delay this program. These include furnishing support for the 98th Bomb Wing.

5. Special Weapons Officer. Training is being conducted for the wing by one squadron Special Weapons Officer. Two others are attending school at Randolph AFB. They will return about 2 June. One crew has completed Special Weapons Refresher training. The program is handicapped by the lack of a qualified Wing Special Weapons Officer. There is a shortage of training equipment. No adequate building is available. It is anticipated, however, that this training can be completed satisfactorily.

a. SAC Reg Ground Training is 35% completed. No difficulty is anticipated in completing it except as indicated in the Special Weapons area.

b. SAC Reg 50-43 Flying Training is behind schedule. Of 75 sorties programmed, exclusive of air refueling sorties, 56 have been flown. This shortage is largely due to delays in the field check program during April and May and the loss of sorties as indicated in paragraph 3. This is a cumulative effect which reflects the slippage in April.

c. Survival Training and handling and maintenance of survival and personal equipment is hampered by the lack of qualified officers in these areas.

Inclosure #1

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

MONTHLY PROGRAMMING PLAN REPORT FOR MAY

PERSONNEL

1. The following is the personnel status of the 307th Bomb Wing as of 31 May 1955.

a. Authorized and Assigned Strength:

	OFFICER	AIRMAN
AUTH:	428	1617
ASGD:	283	1419

b. Problem Areas:

(1) Principal airmen problem areas are the shortage of 5 and 7 skill level airmen in the 32 (K and A5 System Maintenance) and 42 (Electrical, Instrument and Autopilot maintenance) career areas. Indirect support areas presently weak are 70 (Administrative), 73 (Personnel) and 64 (Supply). A shortage of two statistical Specialists (68250) is affecting the performance of the Reports and Analysis section of the Directorate of Materiel.

(2) Principal non-crew officer shortages which adversely affect the Wing are:

- 1 - 1416 Atomic Weapons Officer
- 3 - 1435 Survival Training and Equipment Officer
- 1 - 4355 Production Control Officer
- 1 - 3216 Armament Staff Officer
- 2 - 6424 Unit Supply Officer
- 4 - 7324 Personnel Officer

c. Anticipated changes during June 1955:

	GAINS	LOSSES
Officer	0	0
Airmen	3	23

2. OJT. The present Wing OJT Program includes 778 of 821 eligible to participate. While this will be effective in lessening the problems in some areas, not enough personnel are available for OJT in the 70 (Administrative), 73 (Personnel), 64 (Supply) fields to materially affect these areas. In addition, insufficient supervisory personnel are available in the maintenance specialty areas to effectively conduct an adequate OJT program.

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3. Wing Outlook: Soft spots are indicated in 1b above. Anticipated losses in the 70 (Administrative) and 73 (Personnel) fields in the next six months will reduce these areas below operating level.

4. Recommended Action:

- a. It is recommended that action be taken to assign to this Wing 5 and 7 skill level personnel in the 32 and 42 career fields.
- b. It is recommended that qualified airmen in the Administrative and Personnel areas be assigned to alleviate shortages in these areas.
- c. It is recommended that officers in the specialties indicated in paragraph 1b(2) be assigned as soon as possible.

Inclosure #2

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

MONTHLY PROGRAMMING PLAN REPORT FOR MAY

MATERIEL

1. Supply and equipment status:

a. Percentage of UME & USE on hand:

Organization	<u>UME</u>	<u>USE</u>
Hq Sq Section	73	83
370th Bomb Squadron	71	79
371st Bomb Squadron	71	76
372nd Bomb Squadron	72	89
307th Air Refueling Squadron	87	76
307th Field Maintenance Squadron	56	79
307th Periodic Maintenance Squadron	72	83
307th Armament & Electronic Squadron	62	81
307th TAC Hospital	47	N/A

b. Major Materiel shortages areas are:

17B, Hand Tools
17C, Test Sets
Mock Up Components
Special Tools

(1) Twenty percent of the above shortages are considered in the critical category.

c. Training of K-Maintenance personnel is being delayed due to shortage of K-System Mock-up components.

2. Maintenance Training Progress:

a. B-47 MTD Training, Lincoln AFB, Nebraska.

Incl 3

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COURSE	NO IN TRAINING	NO COMPLETED
(1) Electronics:		
K-System	0	28
A-5 System	0	10
Basic Electronics	0	20
Special Weapons	0	15
Radar	0	8
Radio	0	30
TOTAL	0	111
(2) General Maintenance:		
B-47 Engines	0	28
Hydraulics	0	2
Pneumatics	0	1
Inst & Auto Pilot	0	12
Seat Ejection	5	43
TOTAL	5	86
(3) Aircraft General:		
Maintenance Familiarization	90	92
b. March AFB, California:		
(1) Electronics:		
K-System	13	15
A-5 System	0	22
Basic Electronics	0	15
TOTAL	13	52
c. Tech Rep Training, Lincoln AFB, Nebraska:		
(1) Electronics:		
K-System	14	45
A-5 Systems	3	41
TOTAL	17	86

Incl 3

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3. K-System Maintenance: There is a continued need for five and seven level technicians in this field as at present the manning effectiveness is less than six percent. With respect to three level technicians, we are over 1000% manned. Armament and Electronics support is hindered due to the non-availability of a separate building presently assigned is inadequate due to overcrowding.

4. There exists a serious shortage of five level airman personnel within the sixty-four (64) career field.

5. The local Purchase fund allotment, P458 fund of expendable and non Air Force stocked items is considered inadequate.

a. As a result of the above and the backlog in the receipt of UME and USE equipment this wing is behind in projected lead time as established in SEC V, Par 1d, SAC Manual 27-1.

6. Recommendations:

a. That the input of five and seven level airman in the 32, 42, 43 and 64 career fields be accelerated.

b. Recommend that Local Purchase Funds for Fiscal Year 1956 be increased sufficiently to meet the requirements of two wings, at this base.

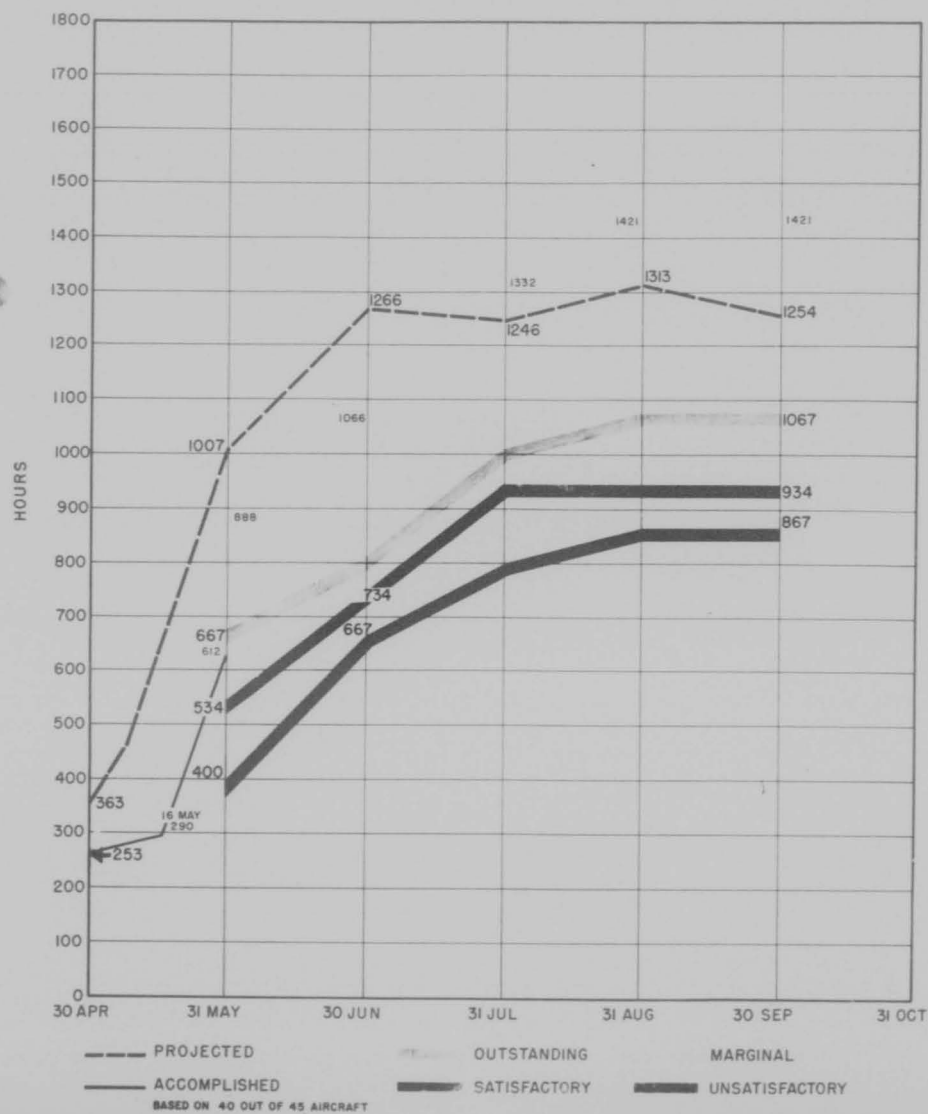
c. That a higher supply priority be assigned this wing to enable reduction of lead time mentioned in sub par 5a above.

Incl 3

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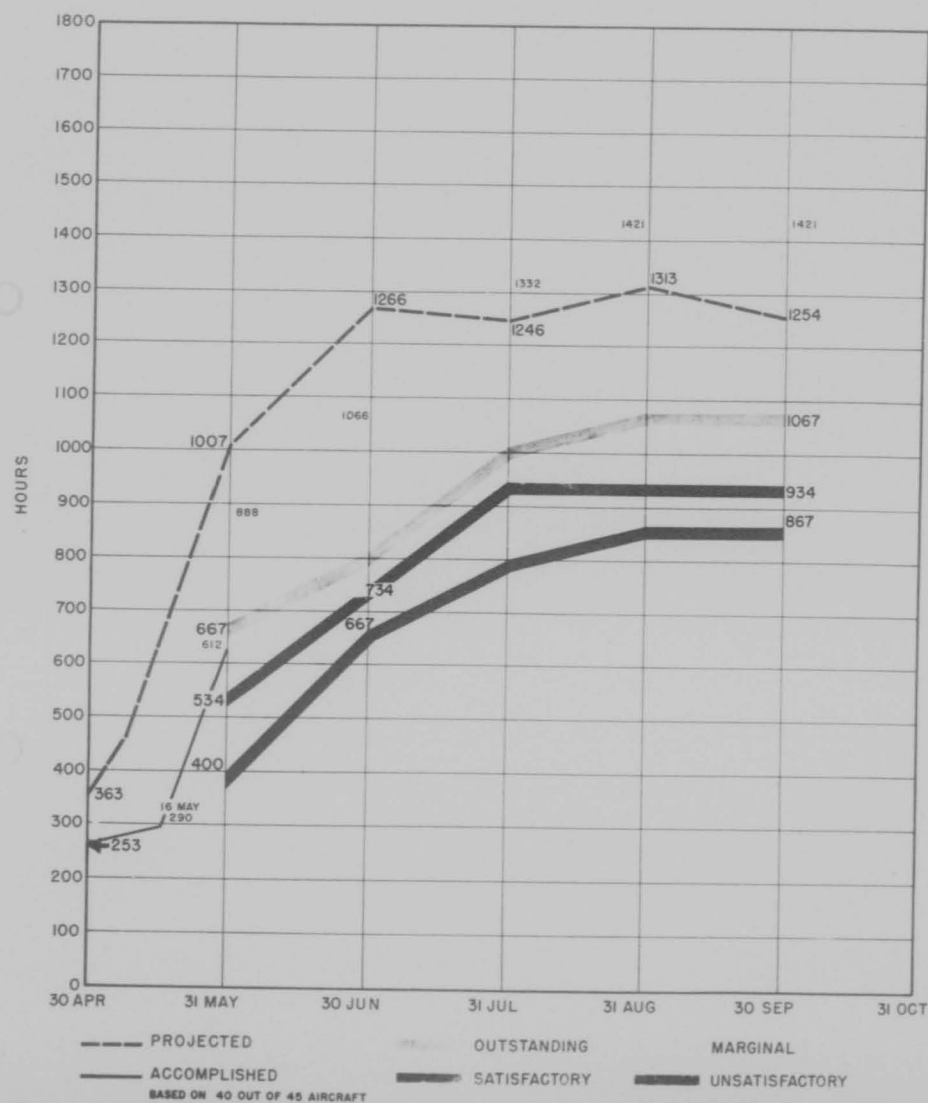
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B-47 Flying Hours

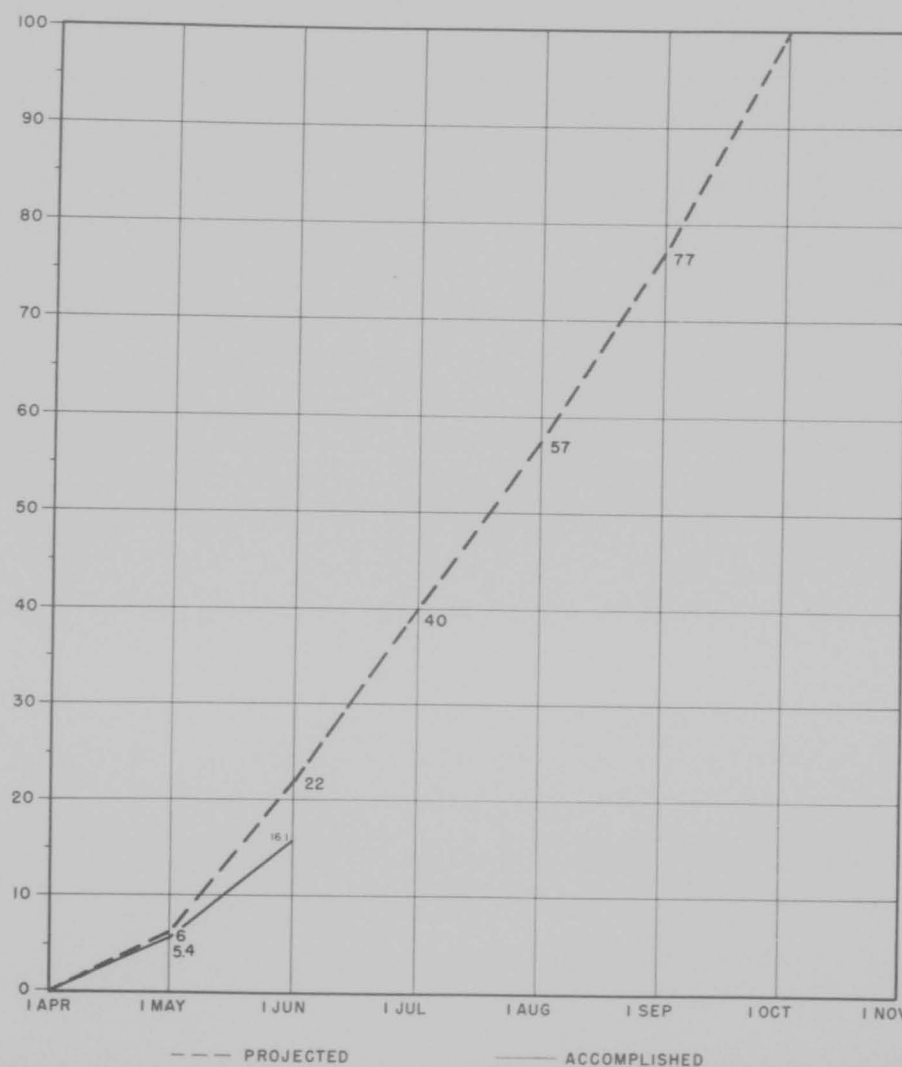


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B-47 Flying Hours

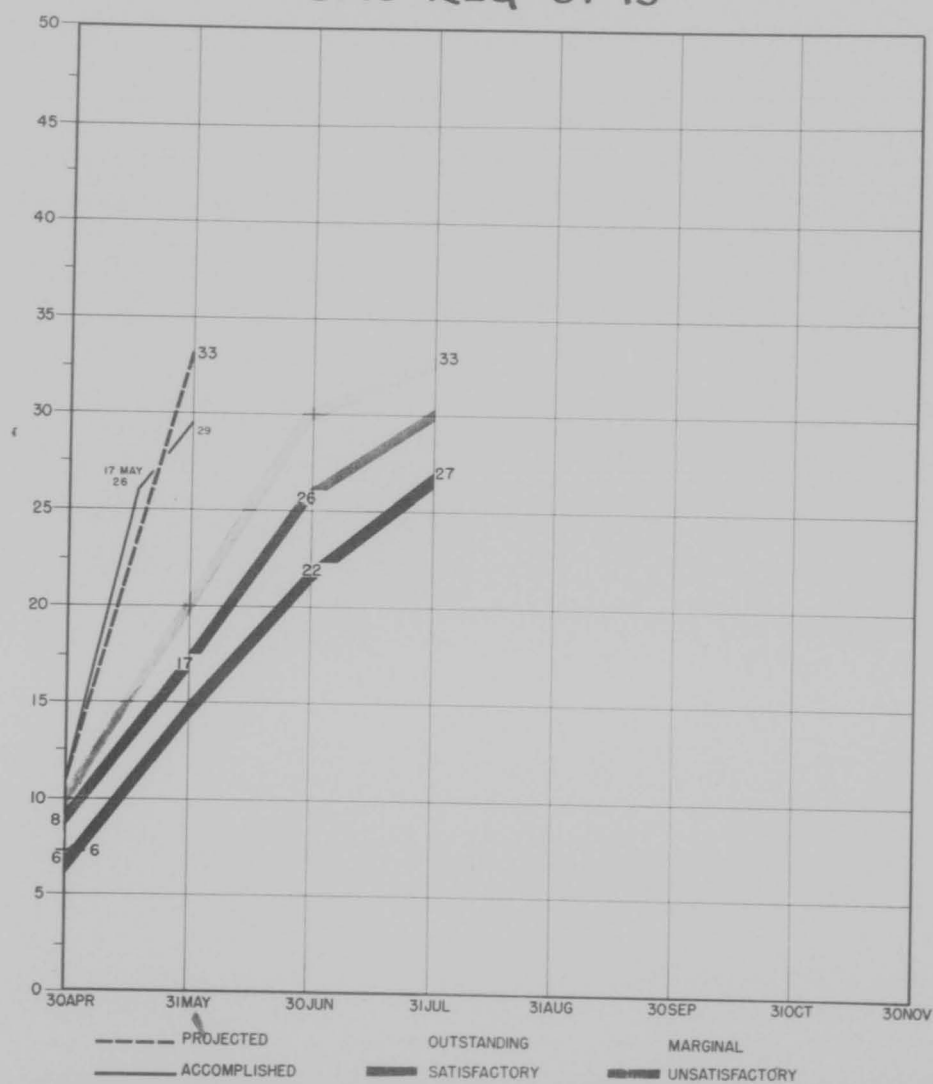


● Flying Training ~ % Completed
SAC REG 50-43



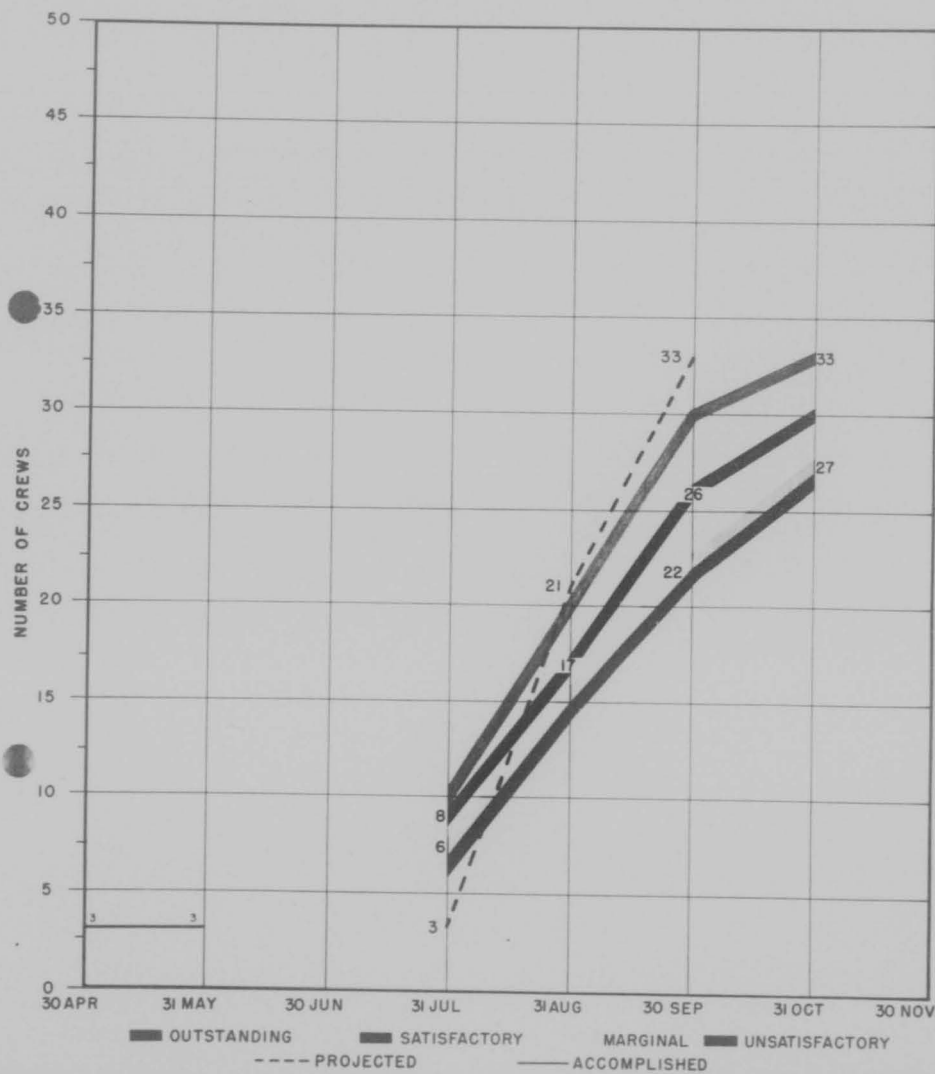
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B-47 Initial Field Check SAC REG 51-19

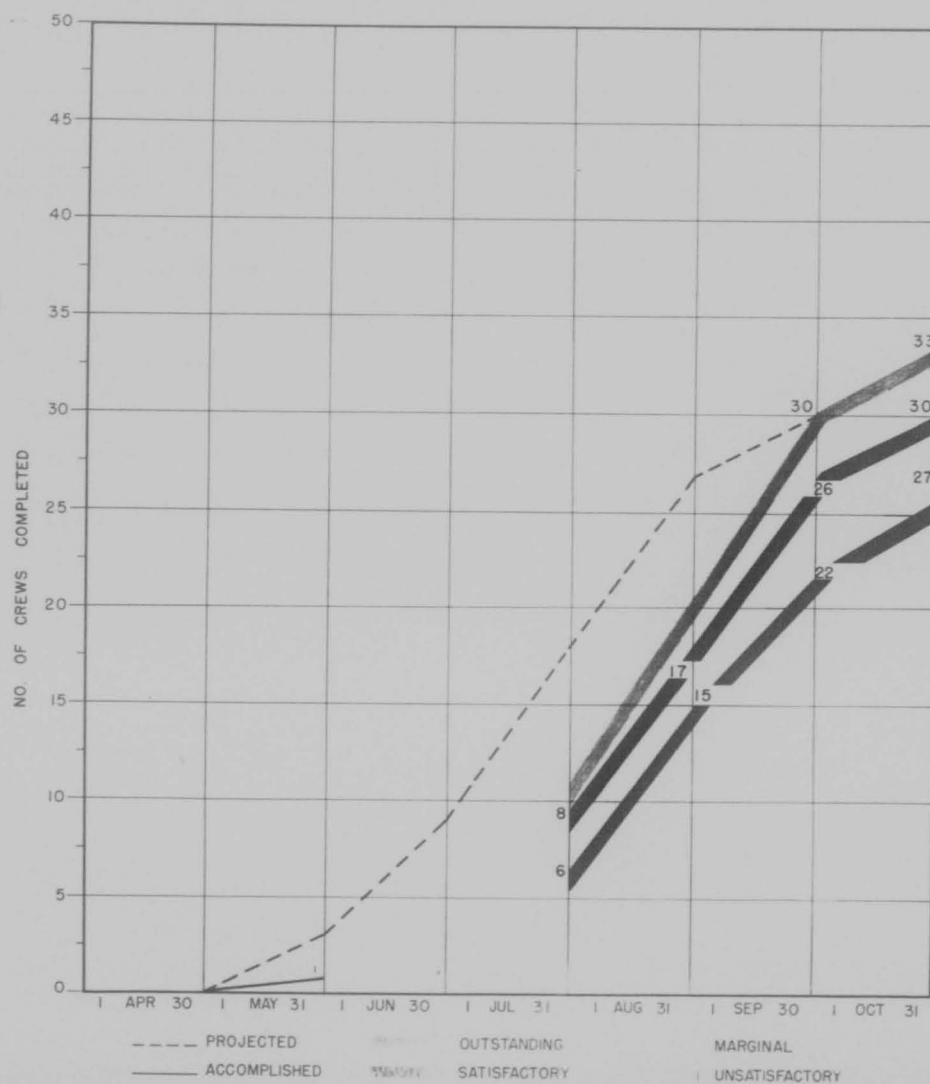


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● In-Flight Refueling Checkout



Special Weapons Checkouts



HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

5 May 1955

SUBJECT: Monthly Programming Plan Report (RCS: 15-U9)

TO: Commander
Fifteenth Air Force
ATTN: Comptroller
March Air Force Base
California

1. This constitutes the second progress report on the 307th Bomb Wing Programming Plan 1-55.

2. In compliance with 15th AF Regulation 27-1, the following summaries are submitted:

a. Personnel Status:

- (1) The status of Officer personnel manning is generally satisfactory. The shortage of a qualified Wing Special Weapons Officer, (1616) precludes effective training. The shortage of Production Control Officers (4355) and two Unit Supply Officers (64124) are affecting these functions adversely.
- (2) The status of airmen personnel manning is not satisfactory. Problem areas exist in the 5 and 7 skill levels in the 32 (K and A5 system) and 42 (aircraft electrical and aircraft instrument repairman) career fields. In the (32) area, 10 of an authorized 145 are assigned. In the (42) field, 25 of an authorized 87 are assigned.
- (3) One unit supply officer is programmed in with an unknown reporting date. Otherwise, presently anticipated gains will not alleviate these problem areas.

b. Progress of Crew Training:

- (1) The crew ground training program is on schedule.
- (2) Of 363 flying hours programmed, 243 were for crew SAC Reg 51-19 field checks and 115 for SAC 50-43 missions. During this period 154 hours were flown for crew field checks and 5 for 50-43 missions. Of 12 crew field checks scheduled 6 were completed. Three staff field checks were completed. The major factors in this variation were:

55C-1539

87X-C-2

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- (a) The necessity of utilizing 13 training sorties of 51 flown and the three available instructors to complete the qualification of assigned potential instructors.
- (b) Failure of aircraft deliveries to adhere to schedule. An average of 60% of programmed aircraft were available.
- (c) Flying Days lost due to unexpected maintenance requirements:

<u>ACFT</u>	<u>Maintenance Difficulty</u>	<u>Days Lost (April)</u>
245	Drag angle modification	12
251	Drag angle modification	10
402	Drag angle modification	13
234	AOCP for flaperon since arrival	22
232	Truck-aircraft collision	13
233	Engine change and electrical difficulty.	14
238	Readjustment and re-rigging of ailerons.	30

c. Progress of Maintenance Training: Progress of maintenance training is generally satisfactory. Practical on the line training is impeded by a shortage of supervisory level maintenance personnel. Seven per cent (7%) of authorized 5 and 7 level K-System maintenance personnel are assigned. Training is further hindered by a shortage of K-System mock-up components. (See Inclosure #2). 90% of all eligibles are in OJT.

d. Supply and Equipment Status:

- (1) The average of UME and USE on hand in the squadrons are 65% and 74% respectively. Major shortages are: (Listed in Inclosure #2).
- (2) Decision was made by 818th Air Division for the 307th Bomb Wing to lend the 98th Bomb Wing five (5) aircraft during the period of May and June 1955.

3. Anticipated soft spots are:

a. Special Weapons Training: There is no qualified Special Weapons Officer assigned to the Wing. One squadron level Officer is available and two are attending school at Randolph Air Force Base. There is a shortage of training material and equipment. These factors have delayed the implementation of a Wing Program.

b. K-Systems Maintenance: Presently assigned M&E building is crowded and inadequate. This coupled with a shortage of 93% of 5 and 7 level

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K-Maintenance men will have an adverse effect on radar reliability.

c. Aircraft: A further failure to receive aircraft on projected schedule will make it necessary to readjust completion dates in the basic programming plan.

4. Recommended action to be taken by higher headquarters:

- a. Provide this Wing with a fully qualified Special Weapons Officer
- b. Examine possibility of increasing quantity and rate of input of 5 and 7 skill level airmen to the Wing.
- c. Investigate causes and possible corrective action to preclude further slippage of original programmed input of aircraft.

5. The listing of the status of individual projects has been discontinued. The assignment of projects to individuals has served its purpose during the formative stages of the Wing. With the command and staff agencies now being fully organized, projects are being handled by routine staff procedures. Individual units and section's progress toward programmed goals is being closely monitored.

6. In the interest of economy, only those charts which show accomplishments have been included.

6 Inclosures:

1. Personnel Summary.
2. Materiel Summary.
3. Chart, Field checks completed.
4. Chart, % completed SAC Reg 50-43 Flying Training.
5. Chart, % completed SAC Reg 50-43 Flying Training.
6. Chart, E-47 Flying Hours.

ERNEST C. HARDIN JR.
Colonel, USAF
Commander

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 HEADQUARTERS
 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base
 Lincoln, Nebraska

MONTHLY PROGRAMING PLAN

1. The following is the Personnel's status of the 307th Bomb Wing, as of 30 April 1955.

a. Authorized and Assigned Strength:

(1)	<u>OFFICERS</u>	<u>AIRMEN</u>
	AUTH: 428	145
	ASGN: 230	145

(2) Problem Area:

Airmen: Our problem areas are at present the shortage of the 5 and 7 skill levels in the 32 Career Field (X-System) and (A-5 System) and the 42 Career Field (Aircraft Electrical Repairmen) and (Aircraft Instrument Repairman). At present we only have ten (10) airmen assigned in the 32 Career Field at the 5 and 7 skill level, with an authorization of 145. In the 42 Career Field we have twenty-five (25) assigned at the 5 and 7 skill level, with an authorization of 87.

Officers: 1 - 1616 Atomic Weapons Officer
 2 - 4355 Production Control Officer
 1 - 6424 Unit Supply Officer
 1 - 3216 Armament Staff Officer

b. Anticipated Changes During May 1955:

	<u>GAINS</u>	<u>LOSSES</u>
OFFICERS	12	1
AIRMEN	18	4

c. Wing Outlook: Present Soft Spots are listed in 1a (2) above, and the anticipated Soft Spot is the Administration and Personnel Career Fields, which is gradually becoming critical. This is due to a large number of discharges within the next five (5) months. There is a total of thirty-three (33) Airmen in these two (2) Career Fields due for discharge from now through December 1955.

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

MATERIEL STATUS

April Programming Plan Report

1. Supply and Equipment Status:

a. Percentage of UME & USE on hand:

<u>Organization</u>	<u>UME</u>	<u>USE</u>
Hq Sq Section	68%	67%
370th Bomb Squadron	61%	73%
371st Bomb Squadron	68%	64%
372nd Bomb Squadron	66%	72%
307th Air Refueling Squadron	85%	76%
307th Field Maintenance Squadron	50%	76%
307th Periodic Maintenance Squadron	68%	78%
307th Armament & Electronics Squadron	51%	78%

b. Major Material shortage areas are:

- (1) 17B - Handtools
- (2) 17B - Test Sets
- (3) K-System Components:

<u>Stock Number</u>	<u>Nomenclature</u>
6400-203960-26	Computer Assy
6400-203962-21	Computer Assy
6400-215940-1	Control Assy
6400-219315-1	Control Assy

Inclosure #2

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6400-219340-1

Control Assy

6400-372120-1

Indicator Assy

(4) Special Tools:

<u>Stock Number</u>	<u>Nomenclature</u>
9CMD-B-7225666	Wrench Bearing Lock Nut
9CMD-C-70631	Staff, Cleaning
9CMD-7237920	Assembling Tool
9CMD-7238614	Reader Tube Locking
9CMD-7248587	Gage, Erosion

<u>CLASS</u>	<u>Stock Number</u>	<u>Nomenclature</u>
18B	9BBQ-F66013	Spreader Jack - 2 ea.
18A	9AMD-49C9492	Wrench - 2 ea.
18A	9AGE-1C2228	Gage - 1 ea.
18B	9BBQ-F30047	Wrench - 2 ea.
18B	9BBQ-F65946	Adapter - 1 ea.
18B	9BBQ-F66208	Compressor - 1 ea.
18C	9DMD-44B8813	Wrench Assy - 94 ea.
18A	9APW-PJA 2733	Scolet prop - 1 ea.
	9APW-PWA 5312	Holder - 1 ea.
	9APW-PWA 5313	Holding Fixtures - 1 ea.
	9APW-PWA 5314	Holder - 1 ea.
	9BEQ-F30072	Gage - 2 ea.
	9B3Q-F30099	Lock Assy - 1 ea.
	9BDQ-F65904	Clip - 1 ea.
	9BDQ-F66167	Wrench - 2 ea.

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(5) Special Weapons Training Equipment.

2. Maintenance Training Progress:

a. B-47 MTD Training, Lincoln AFB, Nebraska

(1) Electronics:

COURSE	NO. IN TRAINING	NO. COMPLETED
K-System	22	2
A-5 System	3	7
Basic Electronics	6	14
Special Weapons	10	5
Radar	0	8
Radio	7	22
TOTAL:	48	59

(2) General Maintenance:

COURSE	NO. IN TRAINING	NO. COMPLETED
B-47 Engines	7	21
Hydraulics	0	2
Pneumatics	0	1
Inst & Auto Pilot	4	8
Seat Ejection	12	32
TOTAL:	23	64

(3) Aircraft General:

COURSE	NO. IN TRAINING	NO. COMPLETED
Maint. Familiarization	111	44
TOTAL:	111	44

b. March AFB, California:

(1) Electronics:

COURSE	NO. IN TRAINING	NO. COMPLETED
K-System	20	0
A-5 System	15	7
Basic Electronics	10	5
TOTAL:	45	12

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c. Smoky Hill AFB, Kansas:

(1) Electronics:

<u>COURSE</u>	<u>NO. IN TRAINING</u>	<u>NO. COMPLETED</u>
K-System	8	0
A-5 System	8	0
TOTAL:	16	0

d. Tech Rep School, Lincoln AFB, Nebraska:

(1) Electronics:

<u>COURSE</u>	<u>NO. IN TRAINING</u>	<u>NO. COMPLETED</u>
	4	31
	10	32
TOTAL:	14	63

- (a) The B-47-5 (Electronic) Wing is scheduled to depart this station 1 May 1955. Therefore, it is essential that continued quotas relative to the above type training be made available.

3. K-System Maintenance: There is a continued need for five and seven level technicians in this field. At present the manning effectiveness is seven percent. With respect to three level technicians, we are 100% over manned. Armament and Electronics support is hindered due to the non-availability of a separate building. The building presently assigned is inadequate due to overcrowding.

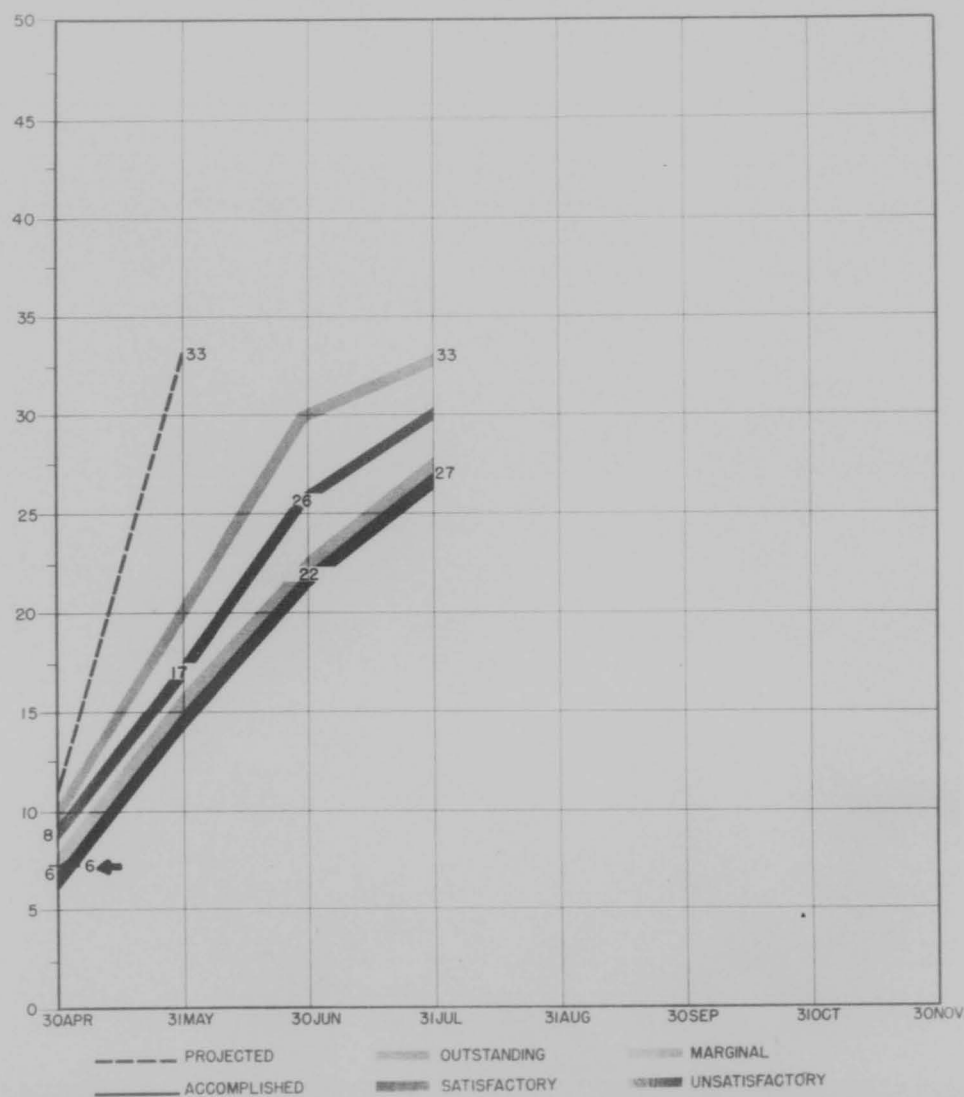
4. There exists a serious shortage of five level airmen personnel within the sixty-four career field. 55% of authorized 5 level airmen are assigned.

5. The local purchase fund allotment, P458 fund for expendable and non Air Force stocked items is considered inadequate for maximum speed in converting to combat ready status.

a. As a result of the above and the backlog in the receipt of UME and USE equipment this Wing is behind in projected lead time as established in Section V, Paragraph 1d, SAC Manual 27-1.

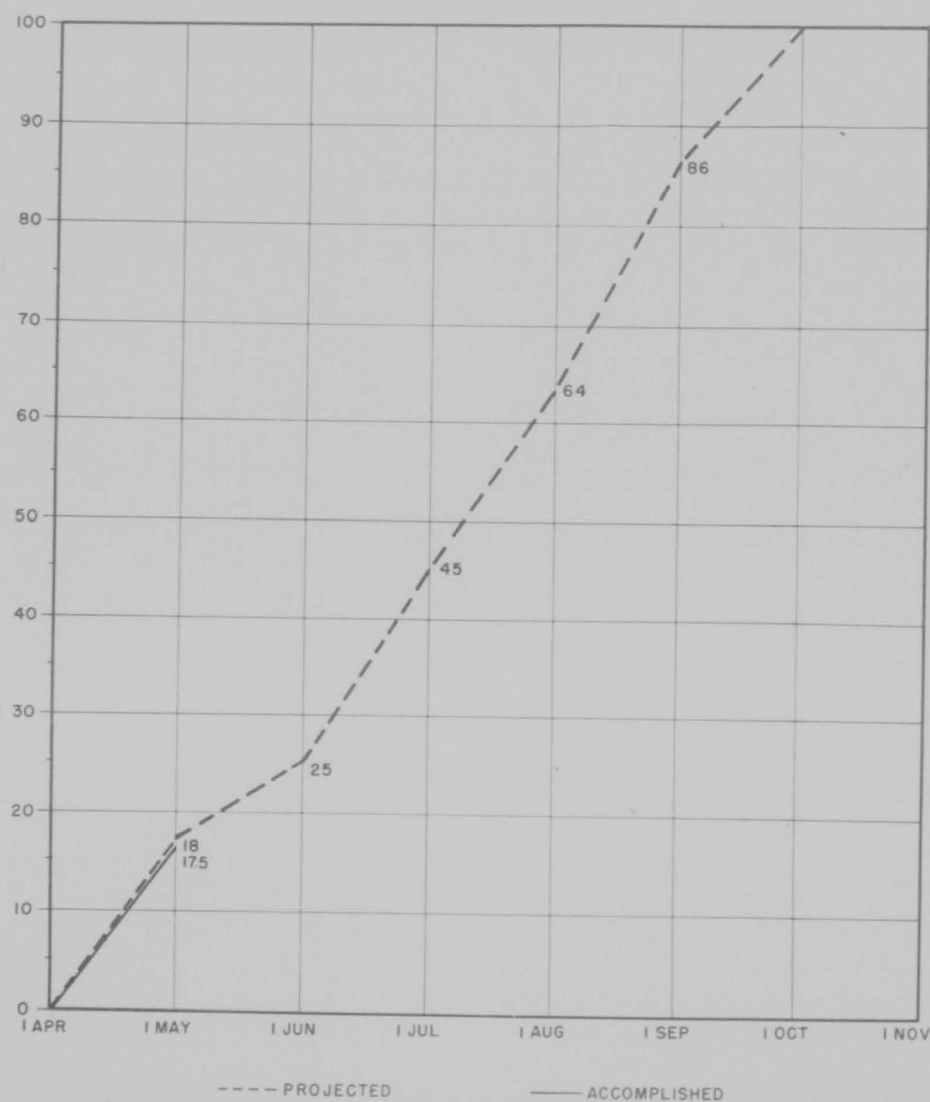
B-47 Initial Field Check

SAC REG 51-19



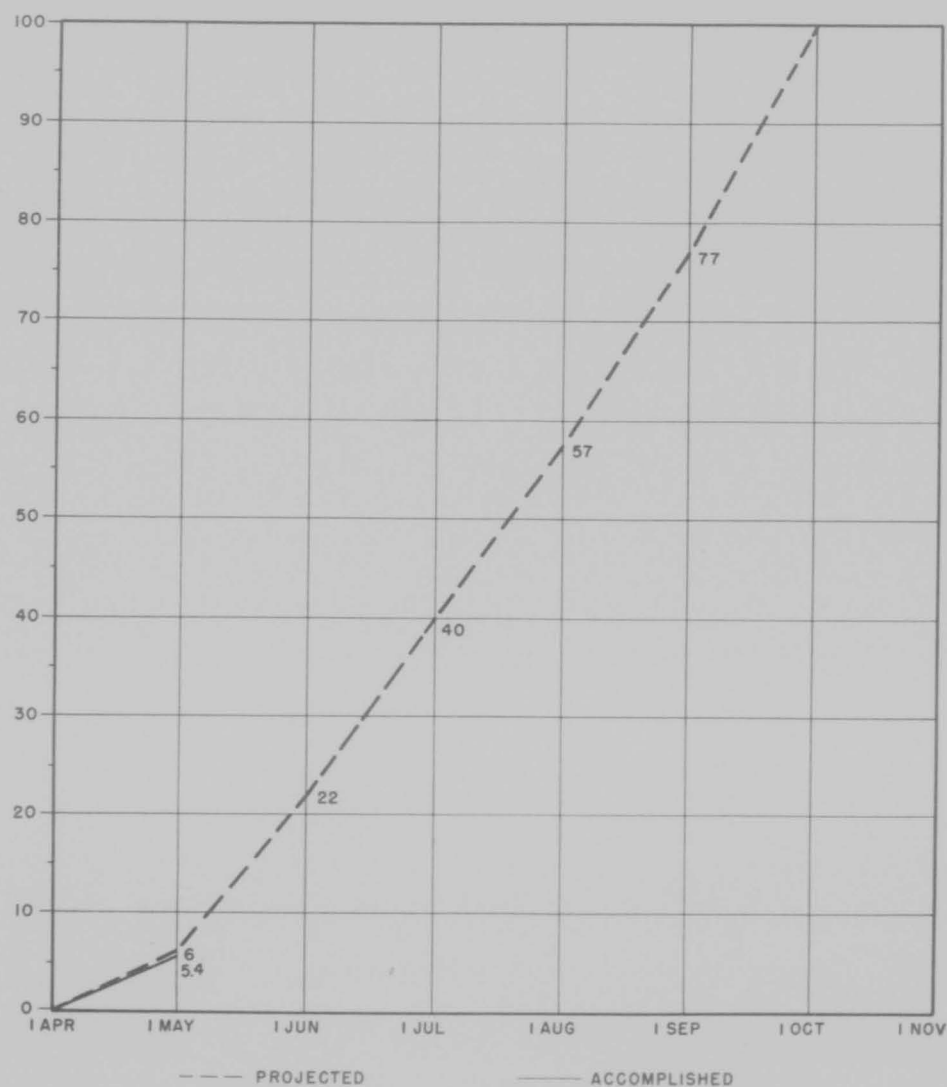
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Ground Training - % Completed SAC REG 50-43



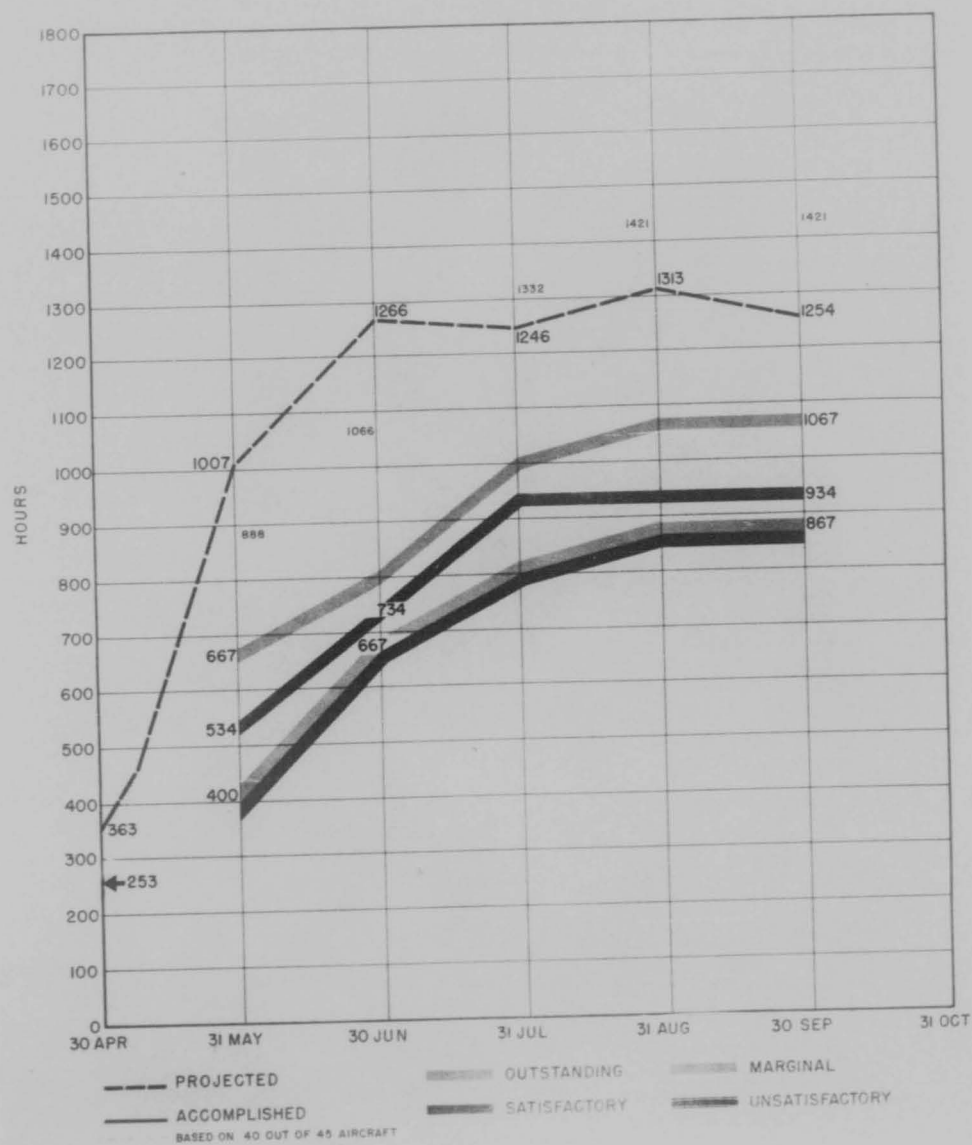
0279

Flying Training ~ % Completed SAC REG 50-43 & 51-19



0280

B-47 Flying Hours



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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

4 May 1955

SUBJECT: Wing Commanders Remarks (RCS: 3-SAC-TL2)

TO: Commander
Fifteenth Air Force
March Air Force Base
California

PART V: AIR TRAINING REPORT FOR MONTH OF APRIL 1955

- a. Hours flown performing missions ordered by higher headquarters.
Ferrying aircraft: 78:45 hours, (43:50 by 307th Bomb Wg Crews,
34:55 by 98th Bomb Wg Crews).
- b. Loss of flying training due to interference of weather or local conditions: Excessive Cross wind component - 20 hours.
- c. Loss due to restrictive directives: None.
- d. Combat crew member gains and losses:
 - (1) Crew members gained - Two (2) Co-pilots.
 - (2) Crew members lost - Two (2) Co-pilots, TDY Special Weapons Instructor Courses, Randolph AFB.
- e. Crew member changes - Four (4) Co-pilots.
- f. New crews formed: None.
- g. Crew Status Changes: None.
- h. Standardization Crews:
Wing N30

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55C-1530

0282

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Cont'd 307BW HQ Ltr, Subj: Wg Comdr Remarks (RCS: 3-SAC-TL2)

370th Bomb Sq - N01
*371st Bomb Sq - None
372nd Bomb Sq - N60

*Crew N34 performing administrative duties of Squadron Stand-board. Will be placed on orders when qualified under provisions of SAC Reg 60-7.

i. Additional Materiel and Personnel problems:

- (1) Maintenance and training have been handicapped by shortages of 17B hand tools, MK-4 Exposure suits, A-13 Helmets, Special tools and 155 line item mock-up components. These shortages have been reported on critical items shortages.
- (2) Low skill level specialists in the support fields, especially K and A-5 System is handicapping the Electronics Training Programming. Training programming in the Field Maintenance shops is affected by a shortage of operating level personnel in the 47 career field. An acute shortage of 30, 32, 42, 64, and 70 career field, as pertains to five and seven level technicians has adversely affected maintenance training and capabilities in the Wing.
- (3) Limited facilities for setting up K-System Mock-ups and the storing of equipment for Field Maintenance shops has indirectly imposed an adverse effect on our training capabilities.
- (4) The non-reporting of three (3) contractor technicians, due on 15 April and 27 April 1955, will delay programed training in the Armament and Electronics sections.
- (5) Aircraft receipt has not been on schedule. Twenty-six (26) aircraft of a scheduled twenty-nine (29) have been received; of these, three (3) have been sent to the depot for drag modification, and one aircraft is on loan to the 98th Bomb Wing.

j. SAC Minimum training requirements not accomplished. Ten (10) crews returned from B-47 training at McConnell Air Force Base on 11 April. Training hours were expended in following areas.

- (1) 159 hours on field checks for combat crews.
- (2) Five (5) hours on SAC Reg 50-43 training.
- (3) 16:40 hours on field checks of command and staff personnel.
- (4) 72:35 hours on IP check out of potential Instructor Pilots received from 93rd Bomb Wing.

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Cont'd 307BW HQ Ltr, Subj: Wg Comdr Remarks (RIS: 3-SAC-200)

- k. Non-Combat ready crews capable of deploying: None
- l. Non-Combat ready crew training: Not Applicable.
- m. Rescinded.
- n. Field training operations accomplished: None.
- o. Special training month remarks: Not Applicable.
- p. Comments or recommendations of Wing Commander:
 - (1) Flying hours during April were devoted to continuing the checkout, as IP's of crews received for that duty; field checkouts for command and staff personnel; and field checks on combat crew personnel. The emphasis on checking out IP's is necessitated by the availability of only three (3) SAC Professional IP's to this Wing. Check out of staff personnel is necessary to provide crews to ferry aircraft.
 - (2) Delay in aircraft delivery adversely affected training hours and sorties. Further delay could force change of forecast accomplishment dates in original conversion programming plan.
 - (3) Record grid navigation legs accomplished: One - CEA 01.2.
 - (4) Record day celestial legs accomplished: One - CEA 14.0.
 - (5) Restricted Refueling accomplished: None.
 - (6) 15AF DOTG 2500 dated 30 April 1955 not applicable to this Wing.

ERNEST C. HARTIN JR.
Colonel, USAF
Commander

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JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																																																																	
				307TH BOMBARDMENT WING (M)	APRIL	1	4	3-SAC-T12																																																																	
A. GENERAL				B. BOMBING					C. NAVIGATION																																																																
1	2	3	4	5										6										7										8										9										10										11									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF BOMBERS	FLYING TIME	VISUAL RELEASES										TOTAL RELEASES	PHOTO-SCORED ATTACKS				ISDA RUNS	HIGH LEVEL BREAKAWAY	COMBAT READY CREWS	NIGHT CELESTIAL					OTHER LEGS																																														
				1	2	3	4	5	6	7	8	9	10		TOTAL	GPI	VISUAL	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID	CEL.	WADAR	RELEASE PATTERN																																													
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-18	19-21	22-23	24-25	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67																																
R30	B47E	08	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-	-	-	-	-	01	01	-	01	-	-																																				
R01	B47E	02	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																																			
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COMBAT READY CREWS		Negative	(NO COMBAT READY CREWS EXCEPT STANDARD CREWS)																																																																						
SUB TOTAL		11	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-	-	-	-	-	01	01	-	01	-																																				
NO2	B47E	Negative	(NO FLIGHT AS A CREW)																																																																						
NO3	B47E	Negative	(NO FLIGHT AS A CREW)																																																																						
NO4	B47E	Negative	(NO FLIGHT AS A CREW)																																																																						
NO5	B47E	Negative	(NO FLIGHT AS A CREW)																																																																						
NO6	B47E	02	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-																																					
NO7	B47E	Negative	(NO FLIGHT AS A CREW)																																																																						
NO8	B47E	Negative	(NO FLIGHT AS A CREW)																																																																						
NO9	B47E	Negative	(NO FLIGHT AS A CREW)																																																																						

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Air Force - SAC, Offici O-494(55) (When Filled In)

0285

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JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																																		
				307th BOMBING SQ TFW (C)	APRIL	2	4	3-010-112																																		
A. GENERAL				B. BOMBING										C. NAVIGATION																												
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS				7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS																
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR		VISUAL	ISDA RUNS	HIGH LEVEL BREAKAWAY	BOMB ROUTING	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN												
				12-13	14-15	16-17	18-19	20-21	22-23	24-25	26-27	28-29	30-31		32-33	34-35					36-37	38-39	40-41	42-43	44-45			46-47	48-49		50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67			
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-17	18-19	20-21	22-23	24-25	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67
N10	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N11	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N31	B47E	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N32	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N33	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N34	B47E	02	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N35	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N36	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N37	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N38	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N39	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N40	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N61	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N62	B47E	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N63	B47E	NEGATIVE	(NO FLIGHT AS A CREW)																																							
N64	B47E	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N65	B47E	02	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

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JET CREW AIR TRAINING REPORT - PART I														UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL														
A. GENERAL				B. BOMBING														C. NAVIGATION														
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS				7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR		VISUAL	IRDA RUNS	HIGH LEVEL BREAKAWAY	ROSE RELEASE (7-49)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN		
				TOTAL	GPI	1	2	3	4	5	6	7	8		9	10					11	12										
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67		
N66	BA7E	NEGATIVE	(NO FLIGHT AS A CREW)																													
N67	BA7E	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N68	BA7E	NEGATIVE	(NO FLIGHT AS A CREW)																													
N69	BA7E	NEGATIVE	(NO FLIGHT AS A CREW)																													
N70	BA7E	NEGATIVE	(NO FLIGHT AS A CREW)																													
SUB TOTAL		10	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-	-	-	-	01	01	-	01	-		
WING TOTAL		21	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-	-	-	-	01	01	-	01	-		
N99TP	BA7E	NEGATIVE	(NO TRAINING FOR ACTIVITY)																													
SUB TOTAL		NEGATIVE	(NO TRAINING FOR ACTIVITY)																													
XXXXX	BA7E	50	195	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
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NON-READY PRACT																																
SUB TOTAL		50	195	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

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JET CREW AIR TRAINING REPORT - PART II															UNIT				MONTH				PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL								
D. GENERAL															E. REFUELING				F. GUNNERY				G. CRUISE CONTROL				H. SIM CRSE								
12															13				14				15				16				17				
RENDZVOUS															REFUELINGS				MAXIMUM LOAD				MAXIMUM LOAD TOTALS				PERFORMANCE INDEX				MISSIONS				
CREW NUMBER															TOTAL				INTERNAL GROSS WEIGHT				PER CENT FIRE-OUT				TOTAL ROUNDS				OVERALL PER CENT FIRE-OUT				NO. OF PLUMES
															ATT. SUCC.				ATT. SUCC.				LOADED				FIRED				NO. OF PLUMES				NO. OF PLUMES
															12-13 14-15 16-17 18-19				20-21 22-23 24-25 26-27				28-29 30-31 32-33 34-35				36-37 38-39 40-41 42-43				44-45 46-47 48-49 50-51				52-53
R30																																			
R01																																			
R60																																			
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Air Force - SAC, Offset O-48(55) (When Filled In)

0289

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JET CREW AIR TRAINING REPORT - PART II												UNIT				MONTH				PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																																	
D. GENERAL												E. REFUELING				F. GUNNERY				G. CRUISE CONTROL				H. SIM CRSE																																	
12												13				14				15				16				17				18				19				20				21													
RENDZVOUS												REFUELINGS				MAXIMUM LOAD				MAXIMUM LOAD TOTALS				PERFORMANCE INDEX				MISSIONS				SIMULATOR																									
CREW NUMBER												TOTAL				IN RADIO SILENCE				INTERNAL GROSS WEIGHT				PER CENT FIRE-OUT				TOTAL ROUNDS				NO. OF FIGHTER ATTACKS				NO. OF GUNNERY				TOTAL NUMBER				UNRECORDED RANGE				SUPER. LONG RANGE				NO. OF LONG RANGE				SIMULATOR	
ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC.												ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC. ATT. SUCC.				1 2 3				LOADED FIRED				1 2 3 4				TOTAL NUMBER				UNRECORDED RANGE				SUPER. LONG RANGE				NO. OF LONG RANGE				SIMULATOR													
6-10												12-13 15-16 18-19 21-22 27-28 33-34 35-37 39-40 43-44 47-48 51-52 54-55 57-58 60-61 63-64 66-67				12-13 15-16 18-19 21-22				23-28 29-34				35-37 39-40 43-44 45-48 50-52 53-55 56-58				60-61 63-64 66-67 68-69				71																									
N10												NEGATIVE (NO FLIGHT AS A CREW)																																													
N11												NEGATIVE (NO FLIGHT AS A CREW)																																													
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Air Force - SAC, Office O-48(32) (When Filled In)

0290

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JET CREW AIR TRAINING REPORT - PART II

UNIT

MONT

PAGE NO.

Source: *U.S. Census Bureau, Current Population Reports, 1990*

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JET CREW AIR TRAINING REPORT - PART II												UNIT				MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL													
												30TH TFW (M)				APRIL		4		4		3-340-112													
D. GENERAL		E. REFUELING										F. GUNNERY										G. CRUISE CONTROL										H. SIM			
12		13				14						15		16				17		18		19				20		21							
CREW NUMBER		TOTAL		IN DARKNESS		TOTAL		REST		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT		TOTAL ROUNDS		TOTAL ROUNDS		PERFORMANCE INDEX		MISSIONS		TOTAL NUMBER							
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	LOADED	FIRED	1	2	3	4	TOTAL							
6-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-24	25-26	36-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71
ALL TNG																																			
TOTAL		-	-	-	-	07	06	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	

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Air Force - SAC, Other: O-485(38) (When Filled In)

0292

SAC FORM 18 NOV 54 184b

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(When Filled In)

JET CREW AIR TRAINING REPORT - PART III																		UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL															
307TH BOMBARDMENT SQUADRON (M)																		APRIL	2	4	3-SAC-T12																
I. GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTO				K. LOW ALT DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. SPECIAL WEAPONS																			
CREW NUMBER	23 LARGE SCALE		24 TRI-METROGON		25		26 ACTUAL PHOTO FLASH RUNS		27 SIM. PHOTO FLASH RUNS		28 PHOTO FLASH RUNS		29 ACTUAL PHOTO FLASH RUNS		30 SIM. PHOTO FLASH RUNS		31 IPOTGT RUNS		32 NO. OF RADAR BOMB COMDR. MISSIONS		33 IFI		34 IFE		35 REFRESHER COURSE			36 OPERATIONAL MISSION		37	38						
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NO. OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ACTY. COMDR.	BOMB COMDR.	PRIN. OPR.	SECO. OPR.	ACTY. COMDR.	BOMB COMDR.	PRIN. OPR.	SECO. OPR.	ACTY. COMDR.	BOMB COMDR.	CO-PILOT	OSR	ACTY. COMDR.	CO-PILOT	OSR	LOADINGS
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	68-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	48	52	55	57-58	60-61	63-64	66-67	68-69		
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SAC FORM 15 NOV 54 184b

Air Force - SAC, OMAH 0-456(12) (When Filled In)

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0294

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART III																				UNIT		MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																			
																				307TH BOMBARDMENT WING (M)		APRIL		3		4		3-540-T12																			
I. GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTO				K. LOW ALT DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. SPECIAL WEAPONS																													
22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38															
CREW NUMBER		LARGE SCALE		TRI-METROGON		ATT. ACC.		ACTUAL PHOTO FLASH RUNS		SIM. PHOTO FLASH RUNS		PHOTO FLASH RUNS		ACTUAL PHOTO FLASH RUNS		SIM. PHOTO FLASH RUNS		1PTGT RUNS		NO. OF ROUTE MISSIONS		ACFT COMBAT/COMBAT		PRIM OPR		SEC OPR		ACFT COMBAT/COMBAT		PRIM OPR		SEC OPR		ACFT COMBAT/COMBAT		PRIM OPR		SEC OPR		REFRESHER COURSE		OPERATIONAL MISSION		LOADINGS		PRE-TAKEOFF CHECKS	
6-10		12-13		15-16		18-19		21-22		27-28		33-34		36-37		39-40		43-44		47-48		51-52		54-55		57-58		60-61		63-64		66-67		69-70		73-74		77-78		81-82		85-86		89-90			
N66																																															
N67																																															
N68																																															
N69																																															
N70																																															
SUB																																															
TOTAL																																															
WING																																															
TOTAL																																															
N99TB		NOT APPLICABLE																																													
SUB																																															
TOTAL																																															
XXXXX																																															
COMBAT READY																																															
PRACT																																															
NON-READY																																															
PRACT																																															
SUB																																															
TOTAL																																															

FORM 18 NOV 54 184b

Air Force - SAC, Office O-468351 (When Filled In)

0295

(When Filled In)

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CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV		UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																																					
		307TH BOMBARDMENT WING (M)	APRIL	1	1	3-SAC-T12																																					
P. GENERAL	Q.	PILOT PROFICIENCY																R.	CREW PROFICIENCY					S.	MISCELLANEOUS																		
39	40	41		42						43						44				45		46		47	48	49	50	51	52	53	54	55	56	57									
CREW NUMBER	NO. OF FULLY PROFICIENT MISSIONS	ACFT COMDR	COPILOT	TAKE-OFFS			LANDINGS			CO-PILOT			GCA			CO-PILOT			ILAS			CO-PILOT		APPROACHES		FORMATION		EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESSURIZED FLYING	ASSISTED TAKE-OFFS	CLOSE-TRAILER MISSIONS	MONTH COMPLETED LAST 12 MONTHS	CONTACTS ATTEMPTED	CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS							
				FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	SYND OUT										TOTAL TIME	HIGH ALTITUDE					
6-10	11-13	15-16	18-19	21-22	23-24	25-26	27-28	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89-90	91-92	93-94	95-96	97-98	99-100
R30	-	05	01	05	20	25	01	-	01	-	01	03	-	-	-	-	01	02	-	-	01	-	02	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R01	-	02	-	02	06	08	-	04	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R60	-	01	-	01	-	-	-	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	03	-	03	06	08	-	04	04	01	-	01	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COMBAT CREWS	READY	NEGATIVE (NO COMBAT READY CREWS EXCEPT STANDBY CREWS)																																									
SUB TOTAL	-	08	01	08	26	33	01	04	05	01	01	04	-	-	-	-	01	02	-	-	01	-	03	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NO2		NEGATIVE (NO FLIGHT AS A CREW)																																									
NO3		NEGATIVE (NO FLIGHT AS A CREW)																																									
NO4		NEGATIVE (NO FLIGHT AS A CREW)																																									
NO5		NEGATIVE (NO FLIGHT AS A CREW)																																									
NO6	-	01	01	02	06	08	-	04	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
NO7		NEGATIVE (NO FLIGHT AS A CREW)																																									
NO8		NEGATIVE (NO FLIGHT AS A CREW)																																									
NO9		NEGATIVE (NO FLIGHT AS A CREW)																																									

SAC FORM 1 JAN 58 184c PREVIOUS EDITION IS OBSOLETE.

Air Force-SAC, Offset O-616(55) (When Filled In)

0297

JET CREW AIR TRAINING REPORT - PART IV

UNIT	307TH BOMBARDMENT WG (M)
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MONTH	APRIL
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PAGE NO.	
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NO. OF PAGES	1
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REPORTS CONTROL SYMBOL
3-SAC-T72

SAC FORM 1 JAN 58 124c

PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-616(55) (When Filled In)

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																									
										307TH BOMBARDMENT WING (M)	APRIL	3	4	3-SAC-T12																									
F. GENERAL Q.										PILOT PROFICIENCY										E. CREW PROFICIENCY										S. MISCELLANEOUS									
CREW NUMBER	NO. OF PILOTS PROFICIENT MISSIONS	41 TAKE-OFFS		42 LANDING						43 GCA						44 ILAS						45 APPROACHES		46 FORMATION		47 EMERGENCY PROCEDURE DRILL	48 NIGHT CELL MISSIONS	49 DEFENSE SURVIVED FLYING	50 ASSISTED TAKOFFS	51 GLOBE- TROTTER MISSIONS	52 MONTH COM- PLETED LAST MONTH STATION CHECK	53 DRY CONTACTS ATTENDED	54 DRY CONTACTS SUCCESSFUL	55 FIGHTER MISSIONS	56	57			
		ACFT CONDOR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	AIRBORNE RADAR	PPI	SYND OUT	TOTAL TIME												HIGH ALTITUDE		
6-30	13-13	15-16	18-19	23-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	13-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	68-69	70-71	72-73					
N66		NEGATIVE	(NO FLIGHT AS A CREW)																																				
N67	-	-	01	-	05	05	01	04	05	-	-	-	02	02	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N68		NEGATIVE	(NO FLIGHT AS A CREW)																																				
N69		NEGATIVE	(NO FLIGHT AS A CREW)																																				
N70		NEGATIVE	(NO FLIGHT AS A CREW)																																				
SUB																																							
TOTAL	-	02	07	05	36	41	04	27	31	-	04	07	-	03	05	-	04	04	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
WING																																							
TOTAL	-	10	08	13	62	75	05	31	36	01	05	11	-	03	05	-	05	06	-	01	02	03	-	-	-	03	-	-	-	-	-	14	14	-	-	-	-	-	
N99TP		NEGATIVE	(NO TRAINING POOL ACTIVITY)																																				
SUB																																							
TOTAL		NEGATIVE	(NO TRAINING POOL ACTIVITY)																																				
XXXXX	-	44	01	43	299	342	02	06	08	-	23	52	-	-	-	-	17	54	-	-	05	-	08	-	-	03	-	-	-	-	-	-	-	-	-	-	-	-	
COMBAT READY																																							
PRACT																																							
NON-READY																																							
PRACT																																							
SUB																																							
TOTAL	-	44	01	43	299	342	02	06	08	-	23	52	-	-	-	-	17	54	-	-	05	-	08	-	-	03	-	-	-	-	-	-	-	-	-	-	-	-	

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Air Force - SAC, Offutt O-616(55) (When Filled In)

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JET CREW AIR TRAINING REPORT - PART IV										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																							
										307TH BOMBARDMENT SQUADRON (M)	APRIL	4	4	3-54C-712																							
P. GENERAL	Q.	PILOT PROFICIENCY																		R.	CREW PROFICIENCY					S.	MISCELLANEOUS										
39	40	41		42						43						44						45		46		47	48	49	50	51	52	53	54	55	56	57	
CREW NUMBER	NO. OF PILOT PROFICIENCY MISSIONS	TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES		FORMATION		EMERGENCY PROCEDURE DRILL	NIGHT CELL MISSIONS	DEPRESS- LIZED FLYING	ASSISTED TAKE-OFFS	GLOBE- THROWING MISSIONS	MONTHLY COM- PLETED LAST STANDARD- JUDGMENT CHECK	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS			
		ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT												
12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	67-68	70-71	72-73					
ALL TNG	-	54	09	56	361	417	07	37	44	01	28	63	-	03	05	-	22	60	-	01	07	-	11	-	-	-	06	-	-	-	-	-	-	35	35	-	-
TOTAL	-	54	09	56	361	417	07	37	44	01	28	63	-	03	05	-	22	60	-	01	07	-	11	-	-	06	-	-	-	-	-	-	35	35	-	-	

SAC FORM 1 JAN 53 184c PREVIOUS EDITION IS OBSOLETE.

Air Force-SAC, Offutt O-616(55) (When Filled In)

0300

MEMORANDUM
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

3 June 1955

SUBJECT: Wing Commanders Remarks (RCS: 3-SAC-T12)

TO: Commander
Fifteenth Air Force
March Air Force Base
California

PART V: AIR TRAINING REPORT FOR MONTH OF MAY 1955

- a. Hours flown performing missions ordered by higher headquarters:
 - (1) Ferrying aircraft: 46:25 by 307th Bomb Wing crews.
6:25 by 98th Bomb Wing crews.
- b. Weather or Local Conditions:
 - (1) Two (2) refueling training missions cancelled by weather; 11 hours lost.
- c. Restrictive Directives:
 - (1) TO 1B-47-605, 20 Sept 54 drag angle modification:
245 departed 18 Apr 55 returned 6 May 55.
251 departed 29 Apr 55 returned 13 May 55.
402 departed 2 May 55, returned 20 May 55.
- d. Combat Crew Member gains and losses:
 - (1) Crew members gained - one (1) Air Com, one (1) observer.
 - (2) Crew members lost - one air com transferred to Squadron staff, one observer transferred to Squadron staff.
- e. Crew member changes:
 - (1) Two (2) Air Coms.
 - (2) Three (3) co-pilots.
 - (3) Four (4) observers.
- f. New Crews:
 - (1) IN-71, 17 May 55.

7104-62

0301

55C-1794

55C-1794

Cont'd 307BW HQ Ltr, Subj: *Confidential* Wg Comdr Remarks (RCS: 3-SAC-T12)

g. Crew Status Changes:

(1) N63 disbanded, 17 May 55. Aircom to Squadron Operations Officer, co-pilot to IN71, observer to Squadron Observer.

(2)

INO2 to NO2	3 May 55	completed 51-19 check out.				
INO3 to NO3	2 May 55	"	"	"	"	"
INO4 to NO4	16 May 55	"	"	"	"	"
INO5 to NO5	10 May 55	"	"	"	"	"
INO6 to NO6	25 Apr 55	"	"	"	"	"
INO7 to NO7	18 May 55	"	"	"	"	"
INO8 to NO8	3 May 55	"	"	"	"	"
IN11 to N11	12 May 55	"	"	"	"	"
IN31 to N31	28 Apr 55	"	"	"	"	"
IN32 to N32	16 May 55	"	"	"	"	"
IN33 to N33	3 May 55	"	"	"	"	"
IN34 to N34	25 Apr 55	"	"	"	"	"
IN35 to N35	2 May 55	"	"	"	"	"
IN36 to N36	12 May 55	"	"	"	"	"
IN37 to N37	10 May 55	"	"	"	"	"
IN39 to N39	26 May 55	"	"	"	"	"
IN40 to N40	11 May 55	"	"	"	"	"
IN61 to N61	9 May 55	"	"	"	"	"
IN62 to N62	4 May 55	"	"	"	"	"
IN63 to N63	2 May 55	"	"	"	"	"
IN64 to N64	29 Apr 55	"	"	"	"	"
IN65 to N65	29 Apr 55	"	"	"	"	"
IN66 to N66	13 May 55	"	"	"	"	"
IN67 to N67	29 Apr 55	"	"	"	"	"
IN68 to N68	25 May 55	"	"	"	"	"
IN69 to N69	5 May 55	"	"	"	"	"
IN70 to N70	24 May 55	"	"	"	"	"

h. Standardization Crews:

Wing R30.

370 BomRon R01

371 BomRon N34 not qualified IAW SAC Reg 60-7, performing administrative duties only.

372 BomRon R60

i. Additional Materiel and Personnel Problems:

(1) Delivery of aircraft has lagged behind schedule. 40 were originally projected to be delivered by 13 May 55, 28 were delivered by that date, 36 as of 31 May 55. Of these 1 was sent to drag angle modification (see item c (1)) and four are on loan to the 98th Bomb Wing. This resulted in an average aircraft availability of 26.7 during May.

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155-11111

Cont'd 307BW HQ Ltr, Subj: Wg Comdr Remarks (hCS: 3-S-C-T12)

- (2) In the Periodic Maintenance Squadron, of four (4) AFSC 42250 Instrument Repairmen authorized, none is assigned. One 42230 is assigned. Of ten (10) AFSC 42350 Electrical Repairmen authorized, two (2) are assigned. This requires that specialists from Field Maintenance be utilized in completing inspections. Since periodic docks have only a two (2) priority for dispatch of specialists, and because of the Wing wide shortage of these specialist, this results in delays, loss of man hours; and the sequence of cards is not maintained.
 - (3) No qualified Wing Special Weapons officer has been assigned to this Wing. One squadron level Special Weapons Officer is presently conducting the entire Wing Special Weapons program. Two additional squadron officers are attending the Special Weapons Instructor Course at Randolph AFB, and will be available about the 2nd of June.
 - (4) Of 3 authorized Survival Training and Equipment Officers none are assigned. This adversely affects training and maintenance of equipment in these areas.
 - (5) There is a critical shortage of 5 and 7 skill level airmen in the 32 career field (K and A-5 system maintenance). During May 184 scheduled RES runs were not completed, primarily due to radar difficulties.
- j. SAC Minimum Training Requirements Not Completed.
- Flying hours were expended primarily as follows:
- (1) 222:10 hours for SAC Reg 51-19 checkouts.
 - (2) 320:05 hours for SAC Reg 50-43 crew training.
- k. Non-combat ready crews capable of deploying: None
- l. Non-combat ready crew training: Not Applicable
- m. Rescinded
- n. Field Training Operations: Not Applicable
- o. Special Training Month Remarks: Not Applicable
- p. Comments or recommendations of the Wing Commander.
- (1) The refueling training ground school is on schedule.
 1. The inflight portion of the refueling training program started 23 May 55, one week later than originally programmed, due to the SAC Refueling IP's flying with the 98th Bomb Wing.

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Cont'd 307BW HQ Ltr, Subj: Wg Comdr Remarks (RCS: 3-S.3-T12)

- (2) The shortage of 5 and 7 level airman specialists is seriously affecting training. 109 sorties were flown of 133 sorties scheduled and confirmed on the weekly 60-9 schedules for May. Twenty two (22) flying hours were lost due to radar system difficulties, 23 for instrument and electrical difficulties, 32 for fuel system maintenance, 14 for communications. This loss is over and above that resulting from aircraft not being scheduled due to maintenance delays and difficulties.
- (3) Delay in the delivery of aircraft and loan of 4 to 98th Bomb Wing has resulted in a loss of sorties. The average availability of aircraft in May was 26.7 as against a programmed 38.

g. Additional Information:

- (1) Field checks completed: see g(2) above.
- (2) Refueling checks completed: R30, 25 May 55 Instructor refueling check for aircom.
- (3) Special Weapons checks completed: R04, 23 May 55.
- (4) Final Standardization checks completed: None
- (5) Record Grid Navigation Logs accomplished and CEM: None
- (6) Record Day Celestial Logs accomplished and CEM: None.
- (7) Restricted Refueling: None
- (8) Crews R01, R30, R60, no flights as a crew during this period. Aircom utilized as instructor pilots and receiving refueling instructor checkout.

Louis G. Thorup
LOUIS G. THORUP
Colonel, USAF
Commander

55C-1774

Confidential
9

CONFIDENTIAL

JET CREW AIR TRAINING REPORT - PART I															UNIT		MONTH		YEAR		DATE																		
A. GENERAL				B. BOMBING											C. NAVIGATION																								
1	2	3	4	5. VISUAL RELEASES											6. PHOTO-SCORING ATTACKS		7. NIGHT CELESTIAL		8. OTHER LOSS																				
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF FLIGHTS	PLANE TYPE	1	2	3	4	5	6	7	8	9	10	11	TOTAL	RADAR	FINAL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
6-30	B-47E	15-17	16-18	20-21	22-23	24-25	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67	68-69	70-71	72-73	74-75	76-77	78-79	80-81	82-83	84-85	86-87	88-89	90-91
R60	B-47E	Negative	No flight as a crew this month																																				
R60	B-47E	Negative	No flight as a crew this month																																				
SUB		Negative	No Standboard flights as a crew																																				
TOTAL		Negative	No Standboard flights as a crew																																				
COMBAT READY CREWS		Negative	No Combat Ready Crews except Standboard crews																																				
SUB		Negative	No Combat Ready or Standboard flights as a crew this month																																				
TOTAL		Negative	No Combat Ready or Standboard flights as a crew this month																																				
N02	B-47E	06	20																																				
N03	B-47E	04	15																																				
N04	B-47E	02	10																																				
N05	B-47E	03	12																																				
N06	B-47E	05	16																																				
N07	B-47E	03	16																																				
N08	B-47E	03	14																																				
N11	B-47E	04	20																																				

FORM 104-1 PREVIOUS EDITION IS OBSOLETE.

AIR FORCE - SAC, OMAH (44-4455) (When Filled In)

0305

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JET CREW AIR TRAINING REPORT - PART 1				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																							
				207TH BOMBARDMENT WING (M)	MAY	2	3	3-SAC-T12																							
A. GENERAL				B. BOMBING										C. NAVIGATION																	
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS			7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	IRGARUNS	HIGH LEVEL BREAKAWAY	DOWN RELEASE (T&F)	CIRCULAR ERRORS					NO. OF LESS	DAY CEL.	GRID	CEL.	RADAR	RELATIVE POSITION
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-75	12-13	14-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	
N31	B47E	05	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N32	B47E	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N33	B47E	06	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N34	B47E	04	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N35	B47E	03	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N36	B47E	02	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N37	B47E	04	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N39	B47E	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N40	B47E	03	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N61	B47E	03	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N62	B47E	04	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N63	B47E	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N64	B47E	03	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N65	B47E	03	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N66	B47E	03	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N67	B47E	06	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
N68	B47E	02	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

SAC FORM 10 MAY 64 104 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, ORbit 0-484351 (When Filled In)

0306

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JET CREW AIR TRAINING REPORT - PART I														DATE				TIME				LOCATION				REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
A. GENERAL				B. SCORING														C. NAVIGATION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SPOT/ATTACKS				7	8	9	10. NIGHT CELESTIAL				11. OTHER LEGS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF CREW	FLYING TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
4-10	11-15	16-21	22-27	28-33	34-39	40-45	46-51	52-57	58-63	64-69	70-75	76-81	82-87	88-93	94-99	100-105	106-111	112-117	118-123	124-129	130-135	136-141	142-147	148-153	154-159	160-165	166-171	172-177	178-183	184-189	190-195	196-201	202-207	208-213	214-219	220-225	226-231	232-237	238-243	244-249	250-255	256-261	262-267	268-273	274-279	280-285	286-291	292-297	298-303	304-309	310-315	316-321	322-327	328-333	334-339	340-345	346-351	352-357	358-363	364-369	370-375	376-381	382-387	388-393	394-399	400-405	406-411	412-417	418-423	424-429	430-435	436-441	442-447	448-453	454-459	460-465	466-471	472-477	478-483	484-489	490-495	496-501	502-507	508-513	514-519	520-525	526-531	532-537	538-543	544-549	550-555	556-561	562-567	568-573	574-579	580-585	586-591	592-597	598-603	604-609	610-615	616-621	622-627	628-633	634-639	640-645	646-651	652-657	658-663	664-669	670-675	676-681	682-687	688-693	694-699	700-705	706-711	712-717	718-723	724-729	730-735	736-741	742-747	748-753	754-759	760-765	766-771	772-777	778-783	784-789	790-795	796-801	802-807	808-813	814-819	820-825	826-831	832-837	838-843	844-849	850-855	856-861	862-867	868-873	874-879	880-885	886-891	892-897	898-903	904-909	910-915	916-921	922-927	928-933	934-939	940-945	946-951	952-957	958-963	964-969	970-975	976-981	982-987	988-993	994-999	1000-1005	1006-1011	1012-1017	1018-1023	1024-1029	1030-1035	1036-1041	1042-1047	1048-1053	1054-1059	1060-1065	1066-1071	1072-1077	1078-1083	1084-1089	1090-1095	1096-1101	1102-1107	1108-1113	1114-1119	1120-1125	1126-1131	1132-1137	1138-1143	1144-1149	1150-1155	1156-1161	1162-1167	1168-1173	1174-1179	1180-1185	1186-1191	1192-1197	1198-1203	1204-1209	1210-1215	1216-1221	1222-1227	1228-1233	1234-1239	1240-1245	1246-1251	1252-1257	1258-1263	1264-1269	1270-1275	1276-1281	1282-1287	1288-1293	1294-1299	1300-1305	1306-1311	1312-1317	1318-1323	1324-1329	1330-1335	1336-1341	1342-1347	1348-1353	1354-1359	1360-1365	1366-1371	1372-1377	1378-1383	1384-1389	1390-1395	1396-1401	1402-1407	1408-1413	1414-1419	1420-1425	1426-1431	1432-1437	1438-1443	1444-1449	1450-1455	1456-1461	1462-1467	1468-1473	1474-1479	1480-1485	1486-1491	1492-1497	1498-1503	1504-1509	1510-1515	1516-1521	1522-1527	1528-1533	1534-1539	1540-1545	1546-1551	1552-1557	1558-1563	1564-1569	1570-1575	1576-1581	1582-1587	1588-1593	1594-1599	1600-1605	1606-1611	1612-1617	1618-1623	1624-1629	1630-1635	1636-1641	1642-1647	1648-1653	1654-1659	1660-1665	1666-1671	1672-1677	1678-1683	1684-1689	1690-1695	1696-1701	1702-1707	1708-1713	1714-1719	1720-1725	1726-1731	1732-1737	1738-1743	1744-1749	1750-1755	1756-1761	1762-1767	1768-1773	1774-1779	1780-1785	1786-1791	1792-1797	1798-1803	1804-1809	1810-1815	1816-1821	1822-1827	1828-1833	1834-1839	1840-1845	1846-1851	1852-1857	1858-1863	1864-1869	1870-1875	1876-1881	1882-1887	1888-1893	1894-1899	1900-1905	1906-1911	1912-1917	1918-1923	1924-1929	1930-1935	1936-1941	1942-1947	1948-1953	1954-1959	1960-1965	1966-1971	1972-1977	1978-1983	1984-1989	1990-1995	1996-2001	2002-2007	2008-2013	2014-2019	2020-2025	2026-2031	2032-2037	2038-2043	2044-2049	2050-2055	2056-2061	2062-2067	2068-2073	2074-2079	2080-2085	2086-2091	2092-2097	2098-2103	2104-2109	2110-2115	2116-2121	2122-2127	2128-2133	2134-2139	2140-2145	2146-2151	2152-2157	2158-2163	2164-2169	2170-2175	2176-2181	2182-2187	2188-2193	2194-2199	2200-2205	2206-2211	2212-2217	2218-2223	2224-2229	2230-2235	2236-2241	2242-2247	2248-2253	2254-2259	2260-2265	2266-2271	2272-2277	2278-2283	2284-2289	2290-2295	2296-2301	2302-2307	2308-2313	2314-2319	2320-2325	2326-2331	2332-2337	2338-2343	2344-2349	2350-2355	2356-2361	2362-2367	2368-2373	2374-2379	2380-2385	2386-2391	2392-2397	2398-2403	2404-2409	2410-2415	2416-2421	2422-2427	2428-2433	2434-2439	2440-2445	2446-2451	2452-2457	2458-2463	2464-2469	2470-2475	2476-2481	2482-2487	2488-2493	2494-2499	2500-2505	2506-2511	2512-2517	2518-2523	2524-2529	2530-2535	2536-2541	2542-2547	2548-2553	2554-2559	2560-2565	2566-2571	2572-2577	2578-2583	2584-2589	2590-2595	2596-2601	2602-2607	2608-2613	2614-2619	2620-2625	2626-2631	2632-2637	2638-2643	2644-2649	2650-2655	2656-2661	2662-2667	2668-2673	2674-2679	2680-2685	2686-2691	2692-2697	2698-2703	2704-2709	2710-2715	2716-2721	2722-2727	2728-2733	2734-2739	2740-2745	2746-2751	2752-2757	2758-2763	2764-2769	2770-2775	2776-2781	2782-2787	2788-2793	2794-2799	2800-2805	2806-2811	2812-2817	2818-2823	2824-2829	2830-2835	2836-2841	2842-2847	2848-2853	2854-2859	2860-2865	2866-2871	2872-2877	2878-2883	2884-2889	2890-2895	2896-2901	2902-2907	2908-2913	2914-2919	2920-2925	2926-2931	2932-2937	2938-2943	2944-2949	2950-2955	2956-2961	2962-2967	2968-2973	2974-2979	2980-2985	2986-2991	2992-2997	2998-3003	3004-3009	3010-3015	3016-3021	3022-3027	3028-3033	3034-3039	3040-3045	3046-3051	3052-3057	3058-3063	3064-3069	3070-3075	3076-3081	3082-3087	3088-3093	3094-3099	3100-3105	3106-3111	3112-3117	3118-3123	3124-3129	3130-3135	3136-3141	3142-3147	3148-3153	3154-3159	3160-3165	3166-3171	3172-3177	3178-3183	3184-3189	3190-3195	3196-3201	3202-3207	3208-3213	3214-3219	3220-3225	3226-3231	3232-3237	3238-3243	3244-3249	3250-3255	3256-3261	3262-3267	3268-3273	3274-3279	3280-3285	3286-3291	3292-3297	3298-3303	3304-3309	3310-3315	3316-3321	3322-3327	3328-3333	3334-3339	3340-3345	3346-3351	3352-3357	3358-3363	3364-3369	3370-3375	3376-3381	3382-3387	3388-3393	3394-3399	3400-3405	3406-3411	3412-3417	3418-3423	3424-3429	3430-3435	3436-3441	3442-3447	3448-3453	3454-3459	3460-3465	3466-3471	3472-3477	3478-3483	3484-3489	3490-3495	3496-3501	3502-3507	3508-3513	3514-3519	3520-3525	3526-3531	3532-3537	3538-3543	3544-3549	3550-3555	3556-3561	3562-3567	3568-3573	3574-3579	3580-3585	3586-3591	3592-3597	3598-3603	3604-3609	3610-3615	3616-3621	3622-3627	3628-3633	3634-3639	3640-3645	3646-3651	3652-3657	3658-3663	3664-3669	3670-3675	3676-3681	3682-3687	3688-3693	3694-3699	3700-3705	3706-3711	3712-3717	3718-3723	3724-3729	3730-3735	3736-3741	3742-3747	3748-3753	3754-3759	3760-3765	3766-3771	3772-3777	3778-3783	3784-3789	3790-3795	3796-3801	3802-3807	3808-3813	3814-3819	3820-3825	3826-3831	3832-3837	3838-3843	3844-3849	3850-3855	3856-3861	3862-3867	3868-3873	3874-3879	3880-3885	3886-3891	3892-3897	3898-3903	3904-3909	3910-3915	3916-3921	3922-3927	3928-3933	3934-3939	3940-3945	3946-3951	3952-3957	3958-3963	3964-3969	3970-3975	3976-3981	3982-3987	3988-3993	3994-3999	4000-4005	4006-4011	4012-4017	4018-4023	4024-4029	4030-4035	4036-4041	4042-4047	4048-4053	4054-4059	4060-4065	4066-4071	4072-4077	4078-4083	4084-4089	4090-4095	4096-4101	4102-4107	4108-4113	4114-4119	4120-4125	4126-4131	4132-4137	4138-4143	4144-4149	4150-4155	4156-4161	4162-4167	4168-4173	4174-4179	4180-4185	4186-4191	4192-4197	4198-4203	4204-4209	4210-4215	4216-4221	4222-4227	4228-4233	4234-4239	4240-4245	4246-4251	4252-4257	4258-4263	4264-4269	4270-4275	4276-4281	4282-4287	4288-4293	4294-4299	4300-4305	4306-4311	4312-4317	4318-4323	4324-4329	4330-4335	4336-4341	4342-4347	4348-4353	4354-4359	4360-4365	4366-4371	4372-4377	4378-4383	4384-4389	4390-4395	4396-4401	4402-4407	4408-4413	4414-4419	4420-4425	4426-4431	4432-4437	4438-4443	4444-4449	4450-4455	4456-4461	4462-4467	4468-4473	4474-4479	4480-4485	4486-4491	4492-4497	4498-4503	4504-4509	4510-4515	4516-4521	4522-4527	4528-4533	4534-4539	4540-4545	4546-4551	4552-4557	4558-4563	4564-4569	4570-4575	4576-4581	4582-4587	4588-4593	4594-4599	4600-4605	4606-4611	4612-4617	4618-4623	4624-4629	4630-4635	4636-4641	4642-4647	4648-4653	4654-4659	4660-4665	4666-4671	4672-4677	4678-4683	4684-4689	4690-4695	4696-4701	4702-4707	4708-4713	4714-4719	4720-4725	4726-4731	4732-4737	4738-4743	4744-4749	4750-4755	4756-4761	4762-4767	4768-4773	4774-4779	4780

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JET CREW AIR TRAINING REPORT - PART II		UNIT										MONTH				PAGE NO.		NO. OF TESTS		REPORT CONTROL SYMBOL									
D. GENERAL		E. REFUELING										F. GUNNERY				G. CRUISE CONTROL						H. SIM CRSE							
12		13				14						15				16		17		18		19				20		21	
CREW NUMBER		RENDZVOUS				REFUELINGS						MAXIMUM LOAD				MAXIMUM LOAD TOTALS		OVERALL PER CENT FIRE-OUT		NO. OF TESTS		PERFORMANCE INDEX				MISSIONS		SIMULATED CRSE	
		TOTAL		IN DARKNESS		REST REFUEL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT		TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT		NO. OF TESTS		PERFORMANCE INDEX		MISSIONS		SIMULATED CRSE	
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5	6	7	8	9	10	11	12	13	14
6-10		12-13	14-15	16-17	18-19	20-21	22-23	24-25	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67
R10	Negative	(No flight as a crew this month)																											
R01	Negative	(No flight as a crew this month)																											
R60	Negative	(No flight as a crew this month)																											
SUB																													
TOTAL	Negative	(No flight as a crew this month)																											
COMBAT READY																													
CREWS	Negative	(No Combat Ready Crews except Standboard Crews)																											
SUB																													
TOTAL	Negative	(No Combat Ready or Standboard flights as a crew this month)																											
N02																													
N03																													
N04																													
N05																													
N06																													
N07																													
N08																													
N17																													

SAC FORM 18 NOV 54 -48 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Office 0-45(37) When Filled In CC

0308

SAC FORM 184a PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-465(5)

When Filled In)

CO

SAC FORM 184a PREVIOUS EDITION IS OBSOLETE.

SAC 13 FORM NOV 54 164b

Air Force - SAC, Offutt 0-466355 (When Filled In)

SAC 15 FORM 184b
NOV 84

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JET CREW AIR TRAINING REPORT - PART III																																
GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTO				K. LOW ALT. DAYLIGHT PHOTO				L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY				O. SPECIAL WEAPONS										
CREW NUMBER	23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38	
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.		
6-10	12-17	15-16	18-19	21-22	27-28	33-34	35-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	68-69	70-71	72-73	75-76	78-79	81-82	85-86	89-90	93-94	97-98	101-102	105-106	109-110	113-114	117-118	
XXX																																
WING TOTAL																					02	02	02	02	02	02	01	01	01	02	02	02
INC9	NOT APPLICABLE				NOT APPLICABLE									NOT APPLICABLE																		
INC10					NOT APPLICABLE									NOT APPLICABLE																		
INC18					NOT APPLICABLE									NOT APPLICABLE																		
INC1	NOT APPLICABLE				NOT APPLICABLE									NOT APPLICABLE																		
COMBAT READY PRACT																																
NON-READY PRACT																																
SUB TOTAL																																
ALL TOTAL																					02	02	02	02	02	02	01	01	01	02	02	02

FORM 184b
SAC 18 NOV 54

Air Force - SAC, Other (When Filled In)

0313

SAC FORM 184c PREVIOUS EDITION IS OBSOLETE.
1 JAN 55

(When Filled In)

SAC FORM 1 JAN 58 184c

PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-616(55) (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV

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JET CREW AIR TRAINING REPORT - PART 1			PILOT PROFICIENCY										CREW PROFICIENCY										MISCELLANEOUS									
P. GENERAL			Q. PILOT PROFICIENCY										R. CREW PROFICIENCY										S. MISCELLANEOUS									
30	40	41	42					43					44					45					46					47				
CREW NUMBER	NO. OF PILOTS PROFICIENCY MISSIONS	ACFT CDWR	TAKE-OFFS		LANDINGS			SCA			FLAS			APPROACHES			FORMATION		EMERGENCY PROCEDURE			CONTACTS			MISCELLANEOUS							
			ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT	ACFT CDWR	CO-PILOT				
6-20	15-18	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	67-68	71-72	75-76	79-80	83-84	87-88	91-92	95-96	99-100	103-104	107-108	111-112					
<p>1. Total Crews completed 51-19 Field checkouts</p> <p>2. Non-Ready Crews completed 51-19 Field checkouts</p> <p>3. Non-Ready Crews have not completed 51-19 Field checkouts</p>																																

SAC FORM 1 JAN 55 184c PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-616(55) (When Filled In)

0317

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

7 June 1955

Observer's Information Bulletin #4

1. PRACTICE AND MALFUNCTION RUNS:

Lets look at each type run and see why we have a difference of the importance placed on the types of runs. The malfunction run is for making runs when the observer is not sure of the reliability of the equipment due to some malfunction. The prime importance of malfunction runs is to improve procedures and to gain knowledge of how the equipment operates with known malfunctions. Each observer is given the opportunity of making the first five (5) runs malfunction in order to affect his procedure and learn the fundamentals of bombing. The practice run is a run for gaining proficiency in bombing. A practice run should not be made unless the observer has received adequate target study and ascertains the equipment is operating properly. Practice runs should be aborted or changed to malfunction if a malfunction occurs on the bomb run. Once the tone is transmitted, changes and aborts are rough to implicate, so be sure of your run before transmitting the tone. The yardstick used to judge an observer's proficiency will be practice runs. Consideration will be placed on target rotation, sequence in which runs are made and the use of offset. The use of the malfunction run to shake down equipment and target identification before practice runs are made is easily recognizable and distracts from consideration given to subsequent practice runs; however, the use of a camera attack before attempting RBS runs is highly desirable and extremely useful in shaking down equipment and perfecting procedure. The big thing today is "reliability factor" or RF. A bomb that is reliable is worth 100% while unreliable bombs are worth exactly zero. Gross errors made on practice runs are analyzed by the Gross Error Board. Regulations governing the Gross Error Board state, the president will impress upon the personnel concerned that the purpose of the board is to furnish the organization with information to correct the error and not to reprimand any individuals. When an observer accomplishes a practice run he assumes he knows the target and that the equipment is operating properly; therefore, if a gross error is committed a board meeting is held to determine the reasons for the error and furnish all observers with information to prevent future errors. When we start making record runs, target rotation and run sequence is a must. Record runs cannot be completed after any other type run. For Combat Ready crews only record and malfunction runs can be accomplished; that's right no practice runs. To meet your crew requirements you must make record runs. Now is the time to practice, so you will be ready when declared ready.

2. GROUND USE OF IN-FLIGHT MAINTENANCE MANUAL:

Use your in-flight maintenance manual to isolate malfunctions before returning to the parking area. You may be able to correct malfunctions on the run-up area. Fuel consumption must be monitored closely if maintenance in the run-up area takes over five (5) minutes.

3. NAVIGATION PLANNING:

For planning purposes no wind time may be used to meet time requirements on navigation logs.

Incl 3⁴

0318

4. MEASURING ALTITUDE:

In the Denver area be careful measuring altitude. On the same day at the same time the information returned from the RBS site and the Form 31's indicate observers vary as much as 2000' in bombing altitude.

5. ADIZ PENETRATIONS:

In drawing courses on Jet Charts and Long Range Mercator Charts a difference in course will be present since the Jet Chart simulates a great circle and the Mercator gives a rhumb line. When crossing an ADIZ give check points in the ADIZ on your flight plan and maintain course by use of these check points.

6. MAGNETRON ARCING:

Recently the AEE mechanics have had to change several magnetrons due to arcing and burned cavities. Use the variac when going to high pulse lengths and stay below 50 miles during the first 30 minutes of operation.

7. SENIOR OBSERVER EXAMINATION:

If you fail both Form A and Form B of the Senior Aircraft Observers Examination, you must wait six months before you can retake Form A.

8. RBS AIR ABORTS:

Air aborts on RBS runs are outlined in SAC Reg 50-4 as type 1, 2, 3, 6, 7, 8 and type X. Type X aborts are those not covered by type 1, 2, 3, 6, 7 or 8. Some examples of type X aborts are:

- a. Aircraft in turn at bombs away
- b. Aircraft position reports in error and RBS radar unable to satisfactorily locate aircraft at start of the run.
- c. Aircraft call over "IP" and has bomb release two or three minutes later.
- d. Bomb release time is missed and run must be discontinued due to jeopardizing run of another aircraft.
- e. Error, malfunction or limitations of RBS personnel or equipment will not be type X aborts under any circumstances.

9. REFUELING INFORMATION:

The following formula can be used by the observer to figure how far back to start a descent on a tanker:

$$\text{Distance Back} = \frac{\text{Differential Alt.} \times \text{Differential G.S.}}{\text{Rate of Descent} \quad 60} \quad 6NM^*$$

* 6NM is allowed as a deceleration factor.

10. VCR STATIONS:

Three new VCR stations have been set up in our area. They are not listed in your VCR Radio Facilities Chart, since they have not been operating 6 months. They have been flight checked however by GAA and are listed for your use.

<u>Alliance</u>	<u>Call Letters</u>	<u>Frequency</u>	<u>Guard Frequencies</u>
42° 03' N	ATA	117.2	122.1
102° 50' W			121.5
<u>Ainsworth</u>	<u>Call Letters</u>	<u>Frequency</u>	<u>Guard Frequencies</u>
42° 34' N	ANW	112.7	122.1
100° 00' W			121.5
<u>Norfolk</u>	<u>Call Letters</u>	<u>Frequency</u>	<u>Guard Frequencies</u>
42° 00' N	OFK	113.9	122.1
97° 26' W			121.5

11. AFN 76 GROUND CHECK:

The 307th Bomb Wing, as of this date, does not have a station for checking our AFN 76. The 98th A&E station has given us permission to use their station, until ours has been set up. The frequency is 240.6 - call sign Lager Guinea Pig.

SUMMARY OF COMMUNICATION FACILITIES INSTALLED
AND PROGRAMMED FOR THE 307TH BOMB WING

24 June 1955

MAINTENANCE EXCEDITOR SYSTEM:

Purpose:

To provide an intercommunication system within the Maintenance Activities of the 307th Bomb Wing.

Description:

The Maintenance Exceditor system as authorized for the 307th BW consists of one 100 line automatic switchboard serving designated telephone stations within the Maintenance Exceditor system only. This switchboard will be independent of the base telephone system except for the necessary Base Telephone cable pairs required to provide service. Present engineering specifications provide for ten combination telephone and speaker installations. The remaining stations will be dial telephone instruments. A similar system is authorized for the 98th Bomb Wing.

Use:

This system is to be utilized by all maintenance sections to expedite communications between Maintenance Control, AEW Squadron activities, Field Maintenance Shops and any other locations considered necessary by the Chief of Maintenance. Although the maximum capacity of this system is 100 lines or stations the total number should not exceed 80 stations for most efficient service. As the full capacity of 100 stations is approached the automatic switchboard becomes overloaded resulting in a high percentage of busy signals being received.

The Maintenance Exceditor System does not provide for 100 telephones in addition to those presently installed. Telephones now in service that are designated as Maintenance Exceditor System telephones will be removed from the Base dial telephone system and incorporated in the Maintenance Exceditor System. As presently authorized and no provision is made for access to the base telephone system from any station in the Maintenance Exceditor System.

Responsibility:

Designation of telephones by section or organization to be included within this system is the responsibility of the Chief of Maintenance.

Incl 2³

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Status:

This system was originally scheduled for installation during 3rd quarter of fiscal year 1955. Information obtained from Base Communications this date indicates that equipment is scheduled for delivery to the Lincoln Tel & Tel Co in January 1955. The Telephone Company estimates 60 days will be required for installation after equipment is received.

BASE TELEPHONE SYSTEM:

A total of 600 lines and 600 extensions are presently authorized for Lincoln AB. Equipment is presently installed to accommodate a total of 300 lines. Base Communications has requested authorization for an additional 300 lines and approval is expected not later than December 1955. Available telephone cable pairs will always be a limitation on telephone service in certain areas of the base.

BASE TELEPHONE SERVICE WITHIN THE 307th B.F.

During January 1955 a survey was made of the anticipated telephone requirements for the 307th B.F. All squadron Commanders or acting Squadron Commanders were contacted as were the several Wing Directorates. Total telephone requirements were found to be as follows:

Class 40A Telephones	67	Extension	26
Class 44A Telephones	13	Extension	8
Total-----	80		34

To date, telephones installed within the 307th B.F. exceed the above original estimate by 25%.

To accommodate the 307th Bombing Activities in Bldg. 1032 the existing 26 pair cable was replaced with a 50 pair telephone cable. 50 lines were considered ample to provide telephone service for activities then located in Bldg. 1032 and those scheduled for the future. To date, 49 of the 50 available cable pairs are in use by the 307th B.F. Any additional telephone service in Bldg. 1032 will be on a remove and install basis.

Private line telephone facilities have been installed between certain sections of the 307th BW and additional installations are scheduled. Terminating equipment in some cases is not of the latest type as some users have noted. As private line facilities are paid from the Miscellaneous Equipment Fund and not from special or specific Commercial Service Authorization documents, service was provided within the limitation of this fund. Future allocations of funds will include specific

authorization for the private line facilities or ample funds will be included in the Miscellaneous Equipment Fund to permit replacement with new and more satisfactory terminating equipment. For the present we will have to get along with equipment as installed.

Intercom System:

One 12 Station Intercom System is authorized for the 307th BW. This system was originally scheduled for installation during 4th quarter of FY 1955. Due to delays caused by a change in specifications the original installation date could not be met. Engineering work has been completed by the Lincoln Tel & Tel Co. Upon receipt of a cost estimate on equipment from the Automatic Electric Co. the T. Lephore Co. will submit a consolidated cost estimate to OCS for approval. When approval is received, equipment will be ordered. No delay is anticipated on equipment delivery as units are in stock item. The T. Lephore Co. estimates 20 days will be required to install the system after equipment is received.

The Intercom System as finally approved and engineered differs considerably from the intercom systems normally installed on Air Force Bases. Operating features are as follows:

1. System Type, "Hand Press Type Dial System."
2. A maximum of 1 station may be called at one time.
3. Not more than 3 conversations possible at one time.
4. To call, each station must dial a two (2) digit number.
5. Any station may call any other station.
6. No limitation on location of units, providing telephone cable pairs are available.

CONTROL ROOM COMMUNICATIONS:

Teletype:

Teletype equipment for the Control Room is programmed for installation in the first quarter of FY 1957. Attempts to procure teletype equipment from local sources have not been successful due to additional teletype circuits being activated by 243 1st terminals at Lincoln AFB. At present there is no 8th AF equipment for teletype in Mine Control Rooms.

In addition to the two base dial telephones, direct line to the Control Tower and the SOCs telephones the following facilities have been requested:

1. Private line between Control Room and Maintenance Control.

1. Private line between Control Room and Control Point.

1. Private line between Control Room and 370th, 371st and 372nd Bomb Squadron Operations. This service will be on a loop circuit for the present.

A request has been submitted to Base Communications to include the 307th Bomb Wing Control Room on the Secondary Base Telephone Crash Alarm System.

UHF Set AN/CRC-82 is operational.

HF and VHF not presently authorized in Control Rooms.

Maintenance Control:

Private telephone line facilities between Maintenance Control and Field Maintenance and AFE dispatcher have been installed.

A private line between the Control Room & Maintenance Control has been requested.

A request for private line service between Base Supply and Supply Liaison in Maintenance Control will be submitted by Base Supply.

AN/VRC-19 Radio Sets are installed in 4 maintenance vehicles, Maintenance Control dispatcher location and Base Supply.

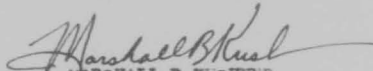
FM COMAF 15 MARCH AFB CALIF
TO JEDGD/COMADIV 818 LINCOLN AFB NEBR

/UNCLASSIFIED/DOEGR 23797. HQ 15AF HAS RECEIVED NUMEROUS QUERIES
RE INSTLN OF HF AIR/GRD FACS IN WG CON ROOMS. THIS IS NOT FEASIBLE
SINCE SAC/USAF AGREEMENTS PRESCRIBE HF/AIR/GRD SUPPORT FOR SAC W/B
PROVIDED BY AACS. THEREFORE, POLICY OF SAC IS THAT HF WILL NOT
REPEAT NOT BE AUTH FOR WG CN RM OR UNIT GRD STAS (AIR-GRD). EX-
CEPTION: MARS OR SOCS PHONE PATCH SERVICE.

BT

20/2010Z APR JWPBH

A CERTIFIED TRUE COPY:


MARSHALL B KUSHNER
2nd Lt. USAF

#22

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SECRET

REL. #22
PP JEDGD
DS JWHH 4478
P 112336 Z
FM CHAF 15 MARCH AFB CALIF
TO COMRADIV 818 LINCOLN AFB NEBR
BT

/SECRET/ RAINBOW. COL FURNAN FROM D/MAF OREN. SUBJ: RWP COMING YOUR AGED
B-47 ACFT TO TAKE OFF COMFIC AS FOLLOWS: CONDITION. ALL FWD-COMFIC ACFT WILL
USE 18 REPEAT 18 BOTTLE INTERNAL ATO. CONDITION II. ALL POST -731 COMFIC
ACFT WILL USE 65% PPM WATER INJECTION SYSTEM. SO THAT I MAY ADVISE THE COMFIC
ANDER ON THE TRUE STATUS OF OUR CAPABILITIES, WHAT PROBLEMS WILL YOU ENCOUNTER
IN MEETING THE ABOVE COMMITMENT AND WHAT IS TO BE YOUR INTENDED RESOLVING
ACTION? PLEASE CONSIDER SET CALIBRATION NEW RCP ON WATER INJECTION SYSTEMS
AND TIME TO ACCOMPLISH THESE PRIOR REPEAT PRIOR TO 1 MAY, WATER ALCOHOL BLEND-
ING CAPABILITIES AND INGREDIENTS OF MIXTURE, B-1 TRAILER TO TRANSPORT MIXTURE
QUANTITIES INTERNAL TYPE ATO AVAL AND ON ORDER TO SUPPORT INTERNAL COMFIC
COMMITMENT ANY OUTSTANDING T.O.s ON POST 731 COMFIC ACFT TO PERFORM BEFORE
WATER INJECTION SYSTEM CAN BE TAKEN AND ACTION YOUR BASE HAS TAKEN TO PROUCE
KEYS IF UNAVAIL. MY STAFF WILL COOPERATE WITH YOU TO FULLEST EXTENT.
BT

12/22/62 MAR JWHH

A CERTIFIED TRUE COPY:

Marshall B. Kueh
MARSHALL B. KUEHNER
2nd Lt, USAF

SECRET

123

0 3 2 6

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

29 April 1955

SUBJECT: Training Directive for May

TO: Commanders
Headquarters Squadron Section
Armament & Electronics Squadron
Periodic Maintenance Squadron
Field Maintenance Squadron
370th Bomb Squadron
371st Bomb Squadron
372nd Bomb Squadron
307th Air Refueling Squadron

1. The purpose of this Training Directive is to outline known training requirements and to aid the Tactical Squadrons in scheduling of crew training during the month of May 1955.
2. Crew training scheduled for May will be a continuation of SAC Reg 50-43 ground training and SAC Reg 51-19 field checks and the beginning of SAC Reg 50-43 flight training. Aerial refueling checkouts will begin on or about the 19th of May.
3. Order of priority for accomplishment of Air Training is:
 - a. Accomplish requirements of Air Force Regulation 60-2.
 - b. Support operational directions received from higher headquarters (AREFS).
 - c. Upgrade non-combat crews to a combat ready status (AREFS).
 - d. Accomplish one-third of quarterly SAC Reg 50-8 training items on combat ready crews (AREFS).
 - e. Accomplish aerial refueling checkout for instructor pilots, standboard aircraft commanders, and proposed instructor pilots.
 - f. Field checkout for B-47 crews entering initial training as required by SAC Reg 51-19 and as outlined in 307th Bomb Wing Reg 51-14.
 - g. Accomplish SAC Reg 50-43 flight training for those B-47 crews designated as instructor pilots and crews completing field checkout.
 - h. Other crew training.

0 3 2 7

4. The order of priority of Ground Training is:
 - a. Complete Link Trainer requirements for those pilots that require renewal of instrument cards in May.
 - b. Ultrasonic trainer for B-47 crews.
 - c. SAC Reg 51-19 training for B-47 observers.
 - d. SAC Reg 50-43 training for B-47 crews to include aerial refueling.
 - e. Simulator requirements.
 - f. Other ground training.
5. There are no known higher headquarters commitment at this time.
6. Squadron Commanders will insure that alternate missions are briefed for air aborts and tentative ground training scheduled for ground aborts or missions cancelled due to weather or other factors.
7. Squadron Commanders will insure that all personnel are briefed to make every possible effort consistent with safety, toward aircraft making scheduled take-off time.
8. Flying will be scheduled (5) days per week, Monday through Friday.
9. No take-offs will be scheduled prior to 1100 hours on Mondays. If Saturday becomes a scheduled flying day, no landings will be scheduled for after 1500 hours.
10. B-47 aircraft substitutions will not be authorized except under exceptional circumstances. In case of weather aborts on B-47's, a one day slippage will be allowed if agreed upon by the Squadron Commander, and Chief of Maintenance. In other words, 60-9 schedules will be adhered to.
11. Aircraft will be in commission and crew preflight scheduled for 1330 hours on the previously scheduled date of flight. If aircraft is out of commission at time of scheduled preflight, the crew will standby in operation until 1600 hours waiting for notification that aircraft is ready for preflight.
12. Briefings:
 - a. Briefings for field check will be conducted in accordance with Chapter 10 SAC Manual 50-12. General briefing, mission planning and Specialized Briefing, will be conducted not later than the day prior to the flight. Pretake off meeting will be held the day of the flight.
 - b. Briefings, flight planning, and critiquing for 50-43 missions will be held in accordance with chapters 4 through 9 of SAC Manual 50-12. Schedules will be so arranged as to accomplish at least one twelfth of the planning and briefing requirements of Supplement I, SAC Reg 50-43 per each mission.

13. If aircraft goes out of commission during preflight on day of mission, and it is anticipated that malfunction can be corrected, the crew will standby for three (3) hours after scheduled take-off time. If aircraft is not in commission at that time, mission will be aborted and the crew will return to Operations. Abort and malfunction reporting will be in accordance with S.C Reg 66-11. Aircraft must be airborne within 3 hours after scheduled take off time.

14. Squadron Commanders will forward to the Director of Operations not later than 6 May 1955, a complete crew schedule of air and ground training activities. S.C Form 50-23-3 will be used.

15. This Training Directive is divided into the following sections:

- a. Section I: Air Training - B-47.
- b. Section II: Air Training - KC-97.
- c. Section III: Ground Training - B-47

13 Inclosures:

- 1. C-11 (Link)
- 2. S-6 (Simulator)
- 3. T-1
- 4. Ultrasonic
- 5. OI Range
- 6. Physiological Tng
- 7. Physical Tng
- 8. Small Arms
- 9. MTD 47-5
- 10. Character Guidance
- 11. Special Weapons
- 12. S-C ARMY Team (Grd Tng Program)
- 13. S-C ARMY Team (Maint Tng Program)

d. Section IV: Personnel.

e. Section V: Material (To be published on 2 May 55)

BY ORDER OF THE COMMANDER:

4 Incls:

- 1. Section I: Air Tng - B-47
- 2. Section II: Air Tng - KC-97
- 3. Section III: Grd Tng - B-47
- 4. Section IV: Personnel

Robert W. Gottlieb
 ROBERT W. GOTTLIEB
 Captain, USAF
 Adjutant

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

OPERATION TRAINING DIRECTIVE

May 1955

SECTION I: Air Training B-47

1. The air training program for the month of May will be a continuation of field checks under 307th BW Reg 51-14, training of crews under SAC Reg 50-43 that have completed their field check, and the beginning of aerial refueling checkout for professional IP's, Wing and squadron standard crews and designated instructor pilots.

2. Scheduling:

a. This training directive does not outline the flying training schedule of crews for the month of May. This was not done primarily in order that squadrons would have maximum flexibility in the scheduling of crews for air and ground training. However, aircraft commander's designated as instructor pilots will receive priority in scheduling and crews listed under the aerial refueling program will be flown as scheduled. Combat crews will be scheduled every other day during field checkout and every third day during phase I training (SAC Reg 50-43).

3. Phase I, SAC Reg 50-43 (Supplement 1, paragraph 4):

a. As required by subject regulation, the following minimum ground training will be accomplished concurrent with each mission flown in Phase I:

(1) General Briefing	1 Hour
(2) Mission Preparation	2 Hours
(3) Target Study (obs)	3 Hours
(4) Pilots specialized briefing	1 Hour
(5) Pre-take off meeting, briefing, and flight planning	2 Hours
(6) De-briefing	15 Minutes
(7) Critiques	2 Hours
(8) Minor Maintenance (preflight and postflight).	2 Hours

b. Air training accomplishments as listed under Phase I are considered minimum requirements and additional accomplishments are encouraged.

4. Field Check Missions:

a. Field check missions will be flown as outlined in Wing Reg 51-14. However, this program is designed on a proficiency basis and if in the opinion of the instructor pilot a aircraft commander does not need all four missions, the crew can be scheduled for a final mission. If the crew is found qualified on this mission, normal procedure will be followed in the processing of papers through the Director of Operations for approval. The instructor pilot must state on the final ride that the crew is fully qualified for Solo. A crew standardization check and an instrument check for the aircraft commander will be accomplished on the final mission, and the co-pilot must receive his checkout.

5. AF 60-2 Requirements:

a. Squadrons are encouraged to schedule as much as possible the accomplishment of 60-2 requirements in conjunction with scheduled training missions. With two months remaining in the fiscal year it is felt that the hourly individual requirements can be accomplished utilizing unit aircraft and base flights. However the most critical area is instrument cards. Therefore, during May the following personnel will receive instrument checks and will be given top priority in scheduling:

<u>RANK</u>	<u>NAME</u>	<u>SQUADRON</u>	<u>EXPIRATION DATE OF CARD</u>
1st Lt	Geo. G. G.	370th Bomb Sq	1 Mar 55
Major	Oudinkirk, F. C.	370th Bomb Sq	13 Apr 55
Major	Sullivan, W. A.	370th Bomb Sq	5 May 55
Major	Hargland, G. H.	370th Bomb Sq	16 May 55
Col	Christy, R. W.	370th Bomb Sq	22 May 55
1st Lt	Struempfer, H. F.	370th Bomb Sq	31 May 55
1st Lt	Pearce, F. D. Jr.	371st Bomb Sq	10 Apr 55
Capt	Hall, R. D.	371st Bomb Sq	12 Apr 55
1st Lt	Hahn, M.	371st Bomb Sq	20 Apr 55
Capt	Punforn, G. A.	372nd Bomb Sq	21 Apr 55
1st Lt	Polus, R. G.	372nd Bomb Sq	30 Apr 55
Major	Herridge, L. M.	372nd Bomb Sq	16 May 55
Capt	Nordstrom, P. R.	372nd Bomb Sq	17 May 55
Col	Vaughan, R. C.	Base Flight	20 May 55

6. RBS and Visual Flying:

a. The following RBS Schedule should be used for planning purposes. These times are "open" periods and are available upon request only. Squadron observers or Operation Officers will contact Captain Scott (Ext 8089) three days prior to RBS mission and furnish desired times and places to be used. Captain Scott will contact higher headquarters and request desired spaces and will notify the Squadron of confirmation:

2 May

Omaha 1900-0200
 Kan City 2300-0600
 St Louis 2000-0300
 Denver 1700-0400

3 May

Omaha 2100-0000
 Kan City - - - - -
 St Louis 2000-0000
 Denver 1700-0400

4 May

Omaha 2300-0000
 KanCity - - - - -
 St Louis 2000-0000
 Denver 1700-0400

5 May

Omaha 2100-0000
 Kan City - - - - -
 St Louis 2300-0000
 Denver 1700-0400

6 May

Omaha 2100-0000
 Kan City 1900-2300
 St Louis 2000-2100
 Denver 1700-1900
 Denver 2300-0400

The above times are Zulu times and are inclusive hours. Schedules for the remainder of the month will be forwarded upon receipt from higher headquarters.

b. Bomb Range: Camp Phillips range is available for scored visual releases and may be obtained by the same procedure outlined above.

7. Air Refueling Training:

a. The flight phase of the Air Refueling program will commence for this wing on or about the 20th of May under the supervision of the SAC Refueling Team. The ground training phase will commence on the 9th of May. Schedule of crews to attend is listed in Section III, inclosure #12 of this directive.

b. The Air Refueling Team is composed of two highly qualified B-47 instructor pilots, specializing in air refueling training, and two civilian technical representatives under contract from Boeing Aircraft Co. These personnel conduct both the ground and air training as scheduled and in addition are available at all times to eliminate any difficulties in early equipment or maintenance problems. The refueling team is operated under the provisions of SAC Letter 50-2 dated 30 November 1954, and its primary goal will be the qualification of sufficient instructor pilots to enable continuation of air refueling training after the departure of the team. Emphasis will be placed on qualifying or regualifying B-47 professional instructor pilots, wing and squadron standardization crews and potential instructor pilots in that order. Air refueling training is conducted under the requirements outlined in SAC Regulation 51-19 Supp XII dated 30 April 1954 and SAC Regulation 50-43 Phase II, dated 12 July 1954. Except as required by existing changes the basic outline followed in training is derived from Tech Order 1B-47E-1 as revised 31 December 1954 and the SAC Tactical Doctrine 55-5, Section J, dated Oct 1954 (Confidential).

c. General Refueling Training Outline and Requirements:

- (1) The flying training phase of the air refueling checkout consists of five dual flights and one or more solo flights in order to successfully complete Air Refueling check out under the requirements of SAC Reg 51-19 Supplement XII and SAC Reg 50-43, Phase III. This requirement is based upon average proficiency and while some personnel may complete the checkout in four dual missions, others will require more trainings.

- (2) Missions will generally follow as outlined, however, missions are itemized in the grade sheets listed in the aerial refueling program which will be distributed in May.

Mission #1 IP, 2 AC's and 1st AC's Observer, Air Refueling Orientation & Indoctrination. Duration 5/30. One Radar Rendezvous and 3/00 refueling

Mission #2 IP, 2AC's and 2nd AC's Observer, continued Air Refueling Training. Duration 5/30. One Radar Rendezvous and 3/00 refueling training.

Mission #3 IP, 2 AC's Observer, Pre-solo checkout and backseat orientation. Duration 5/30. One Radar Rendezvous and 4/000 refueling training. 2 wet contacts/student.

Mission #4 AC & complete crew. Solo inflight refueling. Duration as per flight plan. One Radar Rendezvous. Six solo wet contacts. /30 refueling. 50-43 training mission.

Mission #5 IP, 2 AC's and 2nd Observer, Night Refueling Indoctrination & Backseat Familiarization. Duration 5/30. 1 Radar Rendezvous and 3 wet 5 min. duration contacts/student. 5 backseat contacts/student. 4/00 refueling training.

Mission #6 IP, AC & crew. Heavyweight refueling orientation & checkout. Duration 3/0. One Radar Rendezvous. One refueling to maximum internal load (all tanks full) or 150,000# minimum. 5 dry contacts, 5 min duration at heavy weight. 1/20 refueling. Crew would prepare 50-43 type training mission of approximately 6/00 duration for maximum utilization of aircraft and training. Since both SAC air refueling teams IP's are qualified as SAC standboard pilots this flight may be utilized to complete the standboard check outlined under 15th AF Reg 50-13, Par 4f(2) if desired.

- (3) Squadrons will attempt to have an observer on each flight in order to complete a Radar Rendezvous for crew training.
- (4) Although it is desirable to fly the missions in the above order, Missions 5 & 6 may be interchanged to permit flexibility of scheduling and maintenance assistance.
- (5) Each Aircraft Commander must successfully complete a minimum of six 6000# 5 min. duration wet contacts during the solo phase before continuing missions 5 & 6. Although, this is normally scheduled on one mission if for some reason only wets were accomplished as an example, the AC would have to be rescheduled for the other two before continuing training. This is mandatory under SAC Reg 51-19.
- (6) Tankers support should be as follows:

Missions #1, 2, & 3: 24,000# of fuel should be carried and tanker will stay with receiver 3/00 hours.

Missions #4 & 6: 40,000 of fuel will be required and tanker will stay with receiver 1/30 hours.

Mission #5: 40,000 of fuel will be required and tanker will stay with receiver 4/00 hours.

d. Refueling Flying Training Schedule

- (1) The following schedule is provided by the SAC Refueling Team as a guide to furnish the squadrons with the basic information required for scheduling. It is based on the number of flying days that the refueling team will be with this wing.

- (2) Refueling IP's and crews are designated as follows:

Crew and Name	Squadron
IP #1 Maj Fowler	
IP #2 Capt Allen	
S1 Maj Hoagland	370th Bomb Squadron
S2 Crew 01 (Herman)	370th Bomb Squadron
S3 Crew 34 (Hoover)	371st Bomb Squadron
S4 Crew 60 (Nordstrom)	372nd Bomb Squadron
S5 Crew 62 (Hull)	372nd Bomb Squadron
S6 Crew 50 (Pope)	371st Bomb Squadron
S7 Crew 02 (Sullivan)	370th Bomb Squadron
S8 Crew 03 (Guderkirk)	370th Bomb Squadron
S9 Crew 64 (Dodge)	372nd Bomb Squadron
S10 Crew 65 (Bouderpoux)	372nd Bomb Squadron
S11 Crew 33 (Webber)	371st Bomb Squadron
S12 Crew 31 (Minnick)	371st Bomb Squadron
S13 As designated by Sq	370th Bomb Squadron
S14 As designated by Sq	370th Bomb Squadron
PIP#1 Major Hoagland	370th Bomb Squadron
PIP#2 Capt Weinmeister	371st Bomb Squadron
PIP#3 Major Remmelle	372nd Bomb Squadron

(3). IP#1 Maj Fowler
IP#2 Capt Allen

DAY	IP	STUDENTS	MISSION	TANKER REQ TS
1st Day	IP#1	S1 & Obs S2	#1	#1
2nd Day	IP#1 IP#2	S1 & S2 & Obs S6 & S3 & Obs	#2 #1	#1 #1
3rd Day	IP#1 IP#2	S6 & S1 & Obs S6 & S3 & Obs	#3 #2	#2 #1
4th Day	IP#2	S6 & S3 & Obs S1 & Crew S2 & Crew	#3 #4 #4	#1 #3 #3
5th Day	IP#1 IP#2	S1 & S2 & Obs S5 & S4 & Obs S3 & Crew	#5 #1 #4	#4 #1 #3
6th Day	IP#1	S5 & S4 & Obs S6 & Crew	#2 #4	#1 #3
7th Day	IP#1 IP#2	S1 & Crew S5 & S4 & Obs	#6 #3	#3 #2
8th Day	IP#1 IP#2	S2 & Crew S6 & S3 & Obs	#5 #5	#3 #2
9th Day	IP#2	S3 & Crew S4 & Crew S5 & Crew	#6 #4 #4	#3 #3 #3
10th Day	IP#1 IP#2	S7, S8 & Obs S5 & S4 & Obs	#1 #5	#1 #2
11th Day	IP#1 PIP#1 PIP#2	S7 & S8 & Obs S4 & Crew S5 & Crew	#2 #1 #1	#1 #3 #3
12th Day	IP#1 IP#2 PIP#3	S7 & S8 & Obs S9 & S10 & Obs S11 & S12 & Obs	#1 #1 #1	#2 #1 #1
13th Day	IP#1 IP#2	Staff Orientation Flight S9 & S10 & Obs S7 & Crew	#1 #1 #2 #4	#1 #1 #1 #3
14th Day	PIP#3 IP#2	S12 & S11 & Obs S9 & S10 & Obs S8 & Crew	#2 #3 #4	#1 #2 #3
15th Day	PIP#1 IP#1 IP#2	S13 & S14 & Obs S7 & S8 & Obs S12 & S11 & Obs S9 & Crew S10 & Crew	#1 #5 #3 #4 #4	#1 #2 #2 #3 #3
16th Day	IP#1	Staff S12 & Crew S11 & Crew S14 & S13 & Obs	#2 #4 #4 #2	#1 #3 #3 #1
17th Day	PIP#1 IP#1 IP#2 PIP#3	Staff S9 & S10 & Obs S11 & S12 & Obs S9 & Crew S10 & Crew Staff & Crew Staff & Crew	#3 #5 #5 #6 #6 #4 #4	#3 #2 #2 #3 #3 #3 #3
18th Day	IP#1 IP#2			

DAY	IP	STUDENTS	MISSION	TANKER REQMTS
19th Day	IP#1	Staff	#5	#2
	IP#2	SL3 & SL4 & Obs	#3	#2
	PIP#2	SL1 & Crew	#6	#3
	PIP#3	SL2 & Crew	#6	#3
20th Day	IP#1	Staff Orient	#1	#1
	IP#2	Staff Orient	#1	#1
		SL3 & Crew	#4	#3
		SL4 & Crew	#4	#3

On Staff orientation flight it is suggested that Two Staff Pilots together with one staff observer make the flight for indoctrination and rendezvous problems.

Breakdown to Tanker Requirements is as follows:

- #1 Tanker must carry 24,000# of fuel to be offloaded and should expect to remain with receiver aircraft for 3:00 hours after rendezvous.
- #2 Tanker must carry 40,000# of fuel to be offloaded and should expect to remain with receiver aircraft for 4:00 hours after rendezvous.
- #3 Tanker must carry 40,000# of fuel to be offloaded and should expect to remain with receiver aircraft for 1:30 hours after rendezvous.

e. Prior to beginning the flight phase of the air refueling program a meeting will be held with the squadron operation officers and the SAC Refueling team to discuss this program. A complete outline of the refueling program as pertains to crew training will be published the first week in May. 98th Bomb Wing will provide tanker sorties to support this program until the turn of the 307th AREFS. Squadrons will be briefed as to tanker availability.

8. Take-off Time:

- a. To avoid possible conflict with the 98th Bomb Wing on take-off times the following schedule has been agreed upon by the two wings.

307TH BOMB WING

<u>370th Bomb Squadron</u>	<u>371st Bomb Squadron</u>	<u>372nd Bomb Squadron</u>	<u>307th AREF</u>
12	15	18	20
32	35	38	40
52	55	58	00

98th BOMB WING

<u>343rd Bomb Squadron</u>	<u>344th Bomb Squadron</u>	<u>345th Bomb Squadron</u>	<u>98th AREFS</u>
02	05	07	10
22	25	27	30
42	45	47	50

9. Administration and Records:

a. Flight Missions: Each flight mission will be reported on a mission accomplishment form (818.BGp Form 214). These will be prepared in triplicate by the scheduling agency to indicate the desired accomplishments and completed by the flight crew. The original will be delivered to Wing O&T not later than 1300 the duty day following the flight, and one copy will be furnished maintenance. An appropriate grade slip will be prepared for each supervised mission. Items accomplished under SAC Reg 50-43 will be recorded on the squadron 50-43 Flying Training Accomplishment Charts. In addition date and type of checks will be entered in the remarks section of this chart upon completion of Field Check, Refueling Check, Special weapons Check, and Final Standardization Check.

b. Clearances, Flight Orders, etc: Clearances with flight orders, Command Review and Approval Sheets, and Form F's will be brought to the Division Commander's Briefing at 1600 Monday through Friday, and 1100 on Saturday. Following the briefing the Wing Commander will review and sign them. A copy of the flight orders and a B-47 Training Scheduled vs Accomplished form will be delivered to the control room immediately following the end of daily flying activity each squadron will deliver a completed B-47 Training Scheduled vs Accomplished form to the control room, for posting prior to the 0800 briefing.

c. Changes to Flight Orders: It is the responsibility of each squadron to notify the wing control room of any changes to the original flight order. In case of aircraft change a correction will be made to the flight order by control room personnel. In case of crew member change, the control room will note the change on the flight order, but a corrected flight order will be forwarded to the control room as time permits. Squadrons are also responsible to notify Maintenance of any changes to scheduled take off times or aircraft change.

10. The wing weekly 60-9 scheduling meeting will be held each Friday at 1400 hours in the wing control room.

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

OPERATION TRAINING DIRECTIVE

May 1955

SECTION II: Air Training - KC-97

1. The month of May will be the first month of a new quarter under SAC Reg 50-8 for the Air Refueling Squadron.
2. The objectives to be accomplished are as follows:
 - a. Support operational requirements as directed by higher headquarters.
 - b. Continue upgrading of non-combat ready crews.
 - c. Accomplish a minimum of one-third of quarterly 50-8 requirement for combat ready crews.
 - d. Return to Lincoln AFB on or about 20 May 1955.
3. A total of 110 sorties and 649 hours are scheduled for May: a breakdown of sorties is as follows:
 - a. Forty (40) sorties for Operational requirements.
 - b. Twenty-One (21) sorties for pilot proficiency.
 - c. Twenty-One (21) sorties for Navigation
 - d. Seven (7) sorties for transition.
 - e. Twenty-one (21) sorties for return to Lincoln AFB.
4. Non-combat ready crews will receive maximum training possible to insure upgrading to a combat ready status.

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

OPERATION TRAINING DIRECTIVE

May 1955

SECTION III: Ground Training

1. 50-43 Training: All Training will be scheduled and supervised at squadron level except courses given in APU Equipment (G-5) and Maintenance Forms (G-4). Squadron Training Officers will notify the Wing Ground Training section (Phone 8036) NLT 6 May 55 of all personnel in need of these requirements. Arrangements will be made with appropriate sources for CONDUCT of this training and squadron's notified when schedules are confirmed.

2. Observer Training: Training requirements listed below are directed by Sac Reg 51-19 and Sac Reg 50-43.

a. Target Study: Each observer will receive at least (4) four hours of target study each week. The supervision of these target study periods will be the responsibility of the Squadron Observer.

b. Ground Missions in Navigation: Each crew (Observer and Co-Pilot must be present) will receive at least one mission per week. Conduct of these missions will be under the supervision of Squadron Navigation Officers appointed to the Wing Navigation Board.

3. Synthetic Trainers: Trainer utilization reports are forwarded to this Hdq. from Base OPT on a weekly basis. These reports indicate that some units have not fully utilized the time available. It is requested that the squadrons notify Wing Ground Training section (Phone 8036) at least 24 hours in advance of any intention to cancel periods for which scheduled. By this expedient, other units can be advised of vacant periods, and the total utilization thereby increased. This is not to be construed to mean that squadrons can relax in their efforts to fulfill the requirements assigned.

a. C-8 No schedule exists for 307 ARS during May 55; however, any pilots desiring time on this trainer can utilize it during the following periods. 1300-1400 every day except Thursdays and Saturdays. Call 8036 for availability.

b. C-11 It is suggested that pilots with instrument cards due in the next 90 days be given priority when scheduling. (Inclosure 1)

c. S-6 B-47 Flight Simulator - Crews will complete one mission prior to first flight and four missions prior to completion of field check-out where possible. Crew integrity should be maintained at all times. (Inclosure 2)

d. TIA (Gunnery Trainer)

- (1) The APG-32/TIA Trainer is located on the West Hangar floor of building 960. Arrangements for time of utilization have been coordinated with OPT (Base Training Office).
- (2) Co-Pilots are required to get a minimum of (4) four hours instruction (Sac Reg 50-43) (2) hours trainer time must be obtained prior to participation in fighter intercept missions. Following initial four (4) hour check out requirements, each co-pilot must receive (1) one hour trainer time per month.
- (3) Each period of trainer time will be of (1) one hour duration. Records on each individual co-pilot will be maintained by personnel at the trainer and forwarded to the appropriate squadrons once a week. (Inclosure 3)

e. Ultrasonic Trainer APQ-T3:

- (1) One (1) trainer is in operation as of 1 May 55. Utilization of trainer time is shared with the 98th Bomb Wing. A second trainer is due for completion during the latter part of May 55, at which time each wing will be assigned its own trainer. Due to limited use by the 307th B.W., Squadron schedules have been staggered to best utilize the available periods.
- (2) It will be the responsibility of the Squadron Operations Officer to see that crew integrity is maintained at all times. Provisions of Sac Reg 50-43 Par 4b(9) are to be strictly adhered to until completion of the seven (7) basic trainer periods. (Inclosure 4)

4. The OO Range has been scheduled during the month of May, but not in conjunction with TIA Trainer. The schedule submitted is adequate to complete all co-pilots presently assigned. Every effort will be made to support the quotas allotted. Request for orders should be submitted to the Wing Ground Training Officer in time to arrive at his office, at least one week prior to reporting dates. (Inclosure 5)

5. Physiological Training: Quotas have been received and confirmed for training during the month of May 55. The name, rank, Serial No. and clearance of personnel selected to attend will be forwarded to the Wing Ground Training Officer (Phone 8036 at least (1) one week prior to dates indicated in schedule. Requests for orders will originate from Wing Ground Training section on a consolidated list. See inclosure 6 for schedule.

6. Physical Conditioning: AF Reg 50-5 and Sac Reg 50-2, dtd 11 August 1953, Par 7 Sub Par A.B.C.

a. Facilities for Physical Conditioning are now available in Bldg #969 (West Wng.). A qualified judo instructor has been assigned, and arrangements have been made to start instruction on 3 May 1955. See inclosure 7 for details on training periods. Showers, steam baths, and massages will not be included as part of the present program; however, there are facilities for dressing. Fatigues, Flying suits or Athletic shorts may be worn during the

SECTION III Page 2 of 4 Pages

0 3 4 0

conditioning periods; Foot wear will be tennis shoes or bare feet.

b. Records will be maintained at squadron level by appropriate entry on AF Form 211 (Entries 75&76) Base OPT will also maintain current individual record.

7. Small Arms Firing: Changes in times and dates have been made and should be noted in Inclosure 8.

8. Flying Safety: Special field of concentration during the month of May will be aircraft maintenance. Time and place for Wing Flying Safety meeting will be announced the first part of May.

9. Special Weapons:

a. The requirement for special weapons as governed by Sac Reg 50-43 Par 5a (2) will be followed in all phases of this training.

b. The present special weapons training is being conducted in conjunction with the 98th Bomb Wing. Facilities are limited and are therefore the governing factor in establishing training schedules and quotas. It is imperative that the program as outlined in inclosure 11 be closely adhered to.

c. It will be the responsibility of Squadron Operations Officers to see that crew integrity is maintained at all times. This is an essential and integral part of Special Weapons training.

10. B-47-5 MTD: Due to the large number of personnel presently enrolled in MTD courses at LAFB and other bases, it has been necessary to greatly reduce the size of quotas at this station. This reduction in enrollment during the month of May should not however reduce the interest its continuous need of MTD facilities. Personnel who have not yet attended courses of instruction and those who are available through normal gains should be closely screened for skill levels and trained accordingly. Special courses of instruction are available in most of the aircraft maintenance fields and these should be given extra consideration during the coming months. Contact the Wing Ground Training section (Phone 3036) for desired courses and any further information.

11. Instrument School: Conducted by OIC Instrument School, Air Base Group in classroom #6, Air National Guard Hangar. The course is from 0800 to 1700 hours Tuesday, 3 May 1955 through Wednesday 4 May 1955. Rated pilots, assigned or attached to the squadrons for flying, with instrument cards expiring prior to 3 August 1955 should be scheduled to attend this class. Request names of those attending be forwarded to Wing Ground Training Office prior to 3 May 1955.

12. Character Guidance:

a. Morality and Citizenship (Character Guidance) lectures will be given each month in accordance with 15AFR 35-1. These lectures are conducted by the Base Chaplain in Chapel #1 on the dates and times indicated in the schedule of inclosure 10.

b. Personnel should attend the periods listed for their unit, but those who are unable to do this because of Officer and Airman Calls etc., may choose any of the periods scheduled for the 307th Bomb Wing during May.

c. Attendance Records will be maintained by personnel assigned to the Chaplains office. "Attendance reports reflecting number of personnel present for duty and number in attendance at lectures will be prepared by the squadron for the Base Chaplain. The Base Chaplain will report base wide attendance and percentage of present for duty on DD Form 420, RCS 1-AF-W5".

13. Saturday Schedules for May:

a. 7 May _____ A division parade will be held on this date. A Parade Order will be forwarded to the appropriate units when received by this headquarters.

b. 14 May _____ a joint Officers and Airman call will be held at 0900-1000 in building #998. It is mandatory that all available personnel be present.

c. 21 May _____ Squadron Directed Activities.

d. 28 May _____ Squadron Directed Activities.

13 Incls:

1. C-11 (Link)
2. S-6 (Simulator)
3. T-1
4. Ultrasonic
5. OQ Range
6. Physiological Tng
7. Physical Tng
8. Small Arms
9. MTD 47-5
10. Character Guidance
11. Special Weapons
12. Sac AREF Team (Gnd Tng Program)
13. Sac AREF Team (Mairt Tng Program)

C-11 TRAINER
(1) ONE HOUR PERIODS

DATES	TIMES	SQUADRON QUOTAS		
		370	371	372
MAY				
2,9,16,23,30	0800-1000	1		
	1000-1200		1	
3,10,17,24,31	0800-1000			1
	1000-1200	1		
4,11,18,25	0800-1000		1	
	1000-1200			1
5,12,19,26	0800-1000	1		
	1000-1200		1	
6,13,20,27	0800-1000			1
	1000-1200	1		
31	0800-1000		1	
	1000-1200			1

Inclosure #1

0 3 4 3

B-47 FLIGHT SIMULATOR (S-6)

DATE	SQUADRON PERIODS (A/C AND CO-PILOT)						
	370		371		372		
	TIME	1130	1430	1130	1430	1130	1430
2		1			1		
3			1			1	
4				1			1
5		1			1		
6			1			1	
9				1			1
10		1			1		
11			1			1	
12				1			1
13		1			1		
16			1			1	
17				1			1
18		1			1		
19			1			1	
20				1			1
23		1			1		
24			1			1	
25				1			1
26		1			1		
27			1			1	
31				1			1

Inclosure #2

0 3 4 4

APG-32 TIA (Gunnery Trainer)

<u>DATE</u> <u>Day</u>	SQUADRONS WILL SEND (1) CO-PILOT ON TIME & DATE UNIT IS IN		
	0830-0930	0930-1030	1030-1130
2 Thru 6	370	371	372
9 Thru 13	371	372	370
16 Thru 20	372	370	371
23 Thru 27	370	371	372
31 _____	371		

Incl #3 to Section III

APQ-T3 ULTRASOUND TRAINERLocation: West Hanger Floor Bldg. #960

* SQUADRON QUOTA (1 Crew per period)

DATE	TIME: 0800-1200	1300-1500	1500-1700
3	370	371	372
5	371	372	370
9	372	370	371
11	370	371	372
13	371	372	370
17	372	370	371
19	370	371	372
23	371	372	370
25	372	370	371
27	370	371	372
31	371	372	370

* Squadron with 4 hour period can split time if desired.

Incl #4 to SECTION III

OQ RANGE SCHEDULE

Smoky Hill AFB Salina, Kansas

<u>DATE</u> May	QUOTA (Co-Pilots only)		
	370	371	372
5	1	1	2
10	1	1	1
12	1	1	1
17	1	1	1
19	1	1	1

Incl # 5 to SECTION III

0 3 4 7

PHYSIOLOGICAL TRAINING SCHEDULERATED PERSONNEL (2 Day Course)

<u>DATE</u> <u>May</u>	<u>QUOTA</u>	<u>SQUADRON QUOTA</u>			
		370	371	372	HQ
20-21	5	1	1	1	2
25-26	5	1	1	1	2

*NON-RATED PERSONNEL (3 Day Course) SQUADRON QUOTA

<u>DATES</u> <u>May</u>	<u>QUOTA</u>	370	371	372	A&E	P.M.
4, 5, 6	11	3	3	2	2	1
11, 12, 13	11	2	2	3	3	1

* CREW CHIEFS AND PERSONNEL THAT MUST FLY ON B-47 AIRCRAFT FOR PAY WILL BE GIVEN PRIORITY ON THESE QUOTAS.

Incl #6 to SECTION III

PHYSICAL COORDINATING SCHEDULE

LOCATION: Bldg. 969 (West End)

NOTES: 2 Crews on dates & times indicated for Squadron

<u>DATE</u>	<u>TIMES</u>		
	0830-0945	1000-1115	1315-1430
MAY			
3	370	371	372
5	370	371	372
9	370	371	372
11	371	372	370
13	371	372	370
17	371	372	370
19	372	370	371
23	372	370	371
25	372	370	371
27	370	371	372
31	370	371	372

Inclosure #7

SMALL AREAS

RANGE SCHEDULE

Month - May

Days - Tuesday, Thursday, Fridays (PM only) 98th B.W. utilizes A.M. on Fridays.

Time - 0830-1130
1300-1500

Maximum Range Capacity - 20 men

HOW SCHEDULED:

Notify OPT Phone (760) Two days prior to desired schedule.

SQ. RESPONSIBILITIES

- a. (1) Range Officer
- b. Transportation for Sq personnel
- c. Weapons & Ammunition

BASE RESPONSIBILITIES

- a. Range NCOIC
- b. Targets
- c. Ambulance

REPORTS:

Appropriate Entry to be made on 15AF Form 211

Incl: #8 to SECTION III

0 3 5 0

MTD SCHEDULE FOR MAY

1. The B-47 MTD schedule listed below has been established for May 55. It is requested that the names of personnel to attend the courses listed be forwarded to this office, Attn: Ground Tng Section NLT 4 May 55.

2. Any unit desiring training in courses not listed in schedule should contact Wing Ground Training section (Ph 8036) for details.

<u>COURSE</u>	<u>STARTING DATES</u>		<u>370</u>	<u>371</u>	<u>372</u>	<u>MAC</u>	<u>FM</u>	<u>FM</u>
Maintenance Fam.	0800	1230						
	12		2	2	2	4	0	2
	26		2	2	2	0	0	2
B-47 Engines	9						3	
	23						3	
Electrical Systems	9						3	
Eject Ejection	9					2		2

Incl #9 to SECTION III

CHARACTER GUIDANCE LECTURES SCHEDULE

10 May	1600	307th TAC Hospital
14 May	0800	Field Maintenance Sqdn
	0900	A&E Sqdn
	1000	Field Maintenance Sqdn, 371st Bomb Sqdn
	1100	307th Periodic Maintenance Sqdn, 370th Bomb Sqdn
21 May	0815	370th Bomb Sqdn
	0900	307th A&E Sqdn
	1000	307th TAC Hospital
28 May	0815	371st Bomb Sqdn, 307th TAC Hospital, 372nd Bomb Sqdn
	0900	307th Hq Sqdn, 307th Periodic Maintenance Sqdn
	1000	372nd Bomb Sqdn
	* 1100	307th Bomb Wing Officers

* Officers may attend any meeting in lieu of this one period.

Inclosure #10

0 3 5 2

SPECIAL WEAPONS SCHEDULE

1. Special Weapons training consists of three phases:
 - a. Phase I (8 hours of classroom instruction)
 - b. Phase II (8 hours of Flight Line instruction)
 - c. Phase III (4 hours of classroom instruction)
2. Phase I must be completed prior to attendance in Phase II or III; however, Phase III training can be scheduled before entry into Phase II.
3. The Special Weapons quotas are listed below in schedule A.

SCHEDULE A

Location: Palmer House - Adjacent to #973 SQUADRON QUOTAS (Indicates No. Crews Per Day)

PHASE	DATE	TIME	370	371	372
I 8 hours	3,6,9	0800-1700	1	1	1
	12	0800-1700	2	1	1
II 8 Hours	9	0800-1700	1	1	0
	11	0800-1700	1	0	1
	13	0800-1700	0	1	1
	17	0800-1700	1	1	0
	19	0800-1700	1	0	1
	23	0800-1700	0	1	1
	25	0800-1700	1	0	0
III 4 hours	17,18	0800-1200	0	1	1
	23	0800-1200	3	1	1
	24	0800-1200	2	1	1

Inclosure #11

0 3 5 3

SAC AIR REFUELING TEAM (Ground Training Program)

1. The ground training phase of the air refueling checkout consists of 18 hours of lecture and examination as contained in SAC Reg 50-43 and required by 51-19, Supplement XII and must be completed prior to flight training.

2. Six classes of ground training are conducted at each base starting on the 1st Monday following the arrival of the air refueling team. Eight crews should be assigned to each class along with Staff personnel concerned. Total Students should not exceed thirty for any class due to difficulties encountered during field trip to aircraft. Class duration will be six hours per day for 3 days.

3. A B-47 Aircraft will be required on each Tuesday for necessary field trips from 1300 until approximately 1630. Ground power will be required during this period along with sufficient High stands to permit students to stand around the IFR Receptacle. Maintenance personnel should have completely preflighted the equipment for proper operation.

4. The KC-97 Mockup and Trainer should be available in the classroom with sufficient power source for its operation. Several Tripods will be required for the display of large training charts, also a large blackboard will be needed.

5. Professional IP's and Wing and squadron standardization crews should be divided up and assigned to first two classes in order to be available for immediate flying training which will commence after the first class of ground school. Professional IP's will not be required to attend class if they have completed Air Refueling ground training, previously and they are current with successful hookups within the last 90 days.

6. Specific lecture outlines are as follows:

1st Day:	*0900-1000	Introduction, History and Policies and Regulation of Air Refueling.
	*1000-1100	Inflight Refueling Equipment (General) & Flight Planning & Fuel Management.
	*1100-1200	Rendezvo US Equipment & Procedures.
	*1200-1400	Techniques of Inflight Refueling.
	1400-1500	Receiver Receptacle & Slipway.
	1500-1600	Receiver Signal, Hydraulic System and Controls.
2nd Day:	0900-1100	Receiver Signal, Hydraulic System and Controls Continued.
	1100-1200	Receiver Fuel System & Drop Tanks
	*1300-1600	Receiver Inflight Refueling Equipment & Pre-flight (AT B-47 Aircraft)
3rd Day:	0900-1000	Tanker Fuel System
	1000-1100	Tanker Hydraulic System
	1100-1200	Tanker Electrical & Lighting Systems
	1300-1400	Questionnaire & Review
	1400-1600	Final Examination & Review

(NOTE: *Observers are required to attend only those lectures marked with an asterisks).

7. Either Maj Fowler or Captain Allen will be required to conduct ground school on first day. The remaining classes are conducted and supervised by the Tech Representatives.

8. Wing Ground Training will be furnished the attendance and the results of the examination at the end of each class. Personnel who fail to achieve 7. on final examination will be required to repeat the course.

9. Quotas are mandatory and must be adhered to. See schedule A for dates and times of instruction.

SCHEDULE A

LOCATION: Room #1 Bldg#1480 (KC-97 WTD)

DATE Key	TIME	SQUADRON QUOTAS		
		370th	371st	372nd
9,10,11	0900-1600	Crew 01	Crew 30	Crew 60
		Crew 02	Crew 34	Crew 62
		Crew 03		Crew 64
		Staff Crew		
16,17,18	0900-1600	Crew 04	Crew 31	Crew 65
		1 other Crew	Crew 33	2 other Crews
		Staff Crew		
		1 other Crew		
23,24,25	0900-1600	(3) Crews	(3) Crews	(2) Crews
				1 Staff Crew
*31,1,2	0900-1600	All Remaining Crews in Each Squadron		

*These dates are tentative, pending confirmation of Sac Refueling Team Squadrons to be notified as soon as possible.

**Wing staff personnel desiring to attend any of the lectures on above dates can contact Wing Ground Training (9036) for selection of class periods.

Inclosure #12

Page 2 of 2 Pages

SAC REFUELING TEAM (MAINTENANCE TRAINING PROGRAM)

1. The Sac Air Refueling Team will conduct classes during May for maintenance personnel on Thursday and Friday of each week.
2. Classes will be of one (1) day duration and last approximately 4 hours. Personnel should report to Room #1, Bldg #1482 (KC-97 NTD) at 0900 hours on dates indicated in schedule below.
3. Tactical bomb squadrons are requested to schedule crew chiefs and ass't crew chiefs. The Field Maintenance Squadron is requested to schedule personnel who will be working on the B-47 refueling equipment.
4. Each unit has a quota of one person for each class.
5. Note schedule B for dates and time.

SCHEDULE B

DATE TIME: 0900

5

6

12

13

19

20

26

27

Enclosure #13

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

OPERATION TRAINING DIRECTIVE

MAY 1955

SECTION IV - PERSONNEL:

I. OFFICER PROJECTED TDY, POS, AND SEPARATION

a. Two company grade Officers attending Squadron Officers Course, Air Command Staff School, Maxwell Air Force Base, Alabama; Lt. Harry Simmons, 307th Bomb Squadron and Lt. Zennick, 370th Bomb Squadron.

b. Lt. Albright to be separated 21 May 1955.

c. One company grade Officer to attend High Speed Navigation and Training, Naval AFB, California on 6 May 1955; Capt. Witrow, 372nd Bomb Squadron.

II. REQUIREMENTS

The following personnel attending B-47 Transition Training will remain during the month of May:

Lt. Col Delos E. Richard, Hq. Sec.

Capt. Russell M. Heller, Jr., 372nd Bomb Sq.

III. OFFICERS REQUISITIONED

- 1 - 2016 Intelligence Staff Officer
- 2 - 2044 Intelligence Photo Radar Officers
- 2 - 2084 Intelligence Officers
- 3 - 3234 Armament System Officers
- 1 - 4454 Fly Test Officer
- 1 - 4354 Maintenance Officer
- 1 - 4353 Production Control Officer
- 1 - 6416 Logistics Officer
- 3 - 6424 Supply Officer
- 1 - 7324 Personnel Officer

IV. OFFICERS GAINS SINCE DATE OF LAST REQUISITION OR OFFICERS NOW FILLING THE VACANCY:

- a. 1 - 2016 - Major Baker
- b. 2 - 2044 - Capt Jolly and Lt. Hassbrock
- c. 1 - 3234 - Capt Haffel
- d. 1 - 6416 - (Major Barney PAFSC 7024)

V. PROJECTED PCS, TDY ASSIGNMENTS FOR TRAINING

- 2 - 20470 (Intelligence Operation) 1 due 1 Jul 55; 1 due 1 Nov 55
- 2 - 30170 (Radio Maintenance Tech) 1 due 1 Jul 55; 1 due 1 Aug 55
- 4 - 30171 (Radar Maintenance Tech) 1 due 1 Jun 55; 1 due 1 Jul 55;
1 due 1 Aug 55; 1 due 1 Nov 55
- 1 - 30270 (ECM Technician) due 1 Nov 55
- 6 - 32171 (Bomb Navigation Systems Technician) 2 due 1 Jul 55;
1 due 1 Jun 55; 1 due 1 Oct 55;
1 due 1 Aug 55; 1 due 1 Nov 55
- 2 - 32350 (Packaging S. s. Tech) due 13 Jun 55 (PCS)
- 2 - 44250 (S. s. Eng J-47 Minor Repair) due upon return of APT results
- 1 - 47151 (C-28, C-28 Graco and Reaction Power Units) 1 Jun 55
- 1 - 58250 (S. s. Eng Maint & Repair of Fuel Cells) due 6 May 55
- 2 - 64173 (Sur Tech) 1 due 1 Aug 55; 1 due 1 Nov 55
- 2 - 70250 (PCS)

VI. PROJECTED GAINS BY AISC FOR MONTH OF MAY

- 1 - 20430 Apprentice Intelligence Specialist
- 1 - 20450 Sr Intelligence Operations Specialist
- 1 - 30170 Aircraft Radio Maintenance Technician
- 1 - 42350 Aircraft Electrical Repairman
- 1 - 42360 App Aircraft Electrical Accessories Repairman
- 1 - 53470 Airframe Repair Technician
- 3 - 60170 Air Transportation Supervisor
- 1 - 64175 Stock Control Technician
- 2 - 90230 ~~Apprentice~~ Medical Services Specialist
- 2 - 90250 Sr Medical Service Specialist
- 1 - 90651 Senior Medical Administrative Specialist
- 2 - 92230 Appr Survival Eng & Personal Equip Spec.
- 1 - 92250 Surv Eng & Pers Equip Spec.

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

AIR TRAINING REPORT FOR MAY 1955 (RCS: 4-SAC-T12)

Part IV: Wing Commanders Remarks

1. The majority of training for this period was accomplished while the unit was TDY outside the US. This training was very valuable in building crew confidence and integrity. It also provided considerable experience in navigation and refueling techniques in an area short on radio aids and without distinctive terrain features. Approximately one third of the quarterly Reg 50-8 requirements were accomplished. Principle areas of non-accomplishment were pilot proficiency missions and radar rendezvous.

2. The past shortage of fully trained flight engineers was the most serious problem affecting upgrading of non-combat ready crews. Action taken by 15th AF has resulted in the receipt of two (2) highly qualified engineers. Completion of their field checks should alleviate this problem. At the present time however, of three crews non-operational, two are being delayed by flight engineer checkouts.

3. During June support of the wing air refueling training program will inhibit the accomplishment of SAC Reg 50-8 requirements. The heavy commitment for this purpose with the need for below minimum (6000#) transfers will deter the accomplishment of pilot proficiency missions and creditable (40,000#) transfers. Higher headquarters directed missions will decrease the accomplishment of radar rendezvous, due to the fact that only the leader receives this credit.

Louis G. Thorup
LOUIS G. THORUP
Colonel, USAF
Commander

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REFUELING AIR TRAINING REPORT - PART I																																						
A. GENERAL				B. RENDEZVOUS				C. REFUELING												D. NAVIGATION								E. CREW PROF										
1	2	3	4	5		6		7		8												9					10					11		12	13			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 48		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-6		REFUELINGS												DRY HOOK-UPS		NIGHT CELESTIAL					OTHER LESS					EMERGENCY PROCEDURE	MONTH COMPLETED LAST STANDARDIZATION			
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER		WITH FIGHTER		15,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER		CIRCULAR ERRORS					NO. OF LEGS	DAY CEL	GRID	PRESSURE ALTITUDE							
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24					25	26			27	28	29
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42		
XXXX		01	06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
COMBAT READY PRACTICE		-	-	-	-	02	02	-	-	19	19	17	17	02	02	19	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	01	-	-	-	
NON-COMBAT READY PRACTICE		-	-	-	-	01	01	-	-	04	04	04	04	-	-	04	04	-	-	-	-	-	-	-	29	29	-	-	-	-	-	04	07	03	04	01	-	-
SUB TOTAL		01	06	-	-	03	03	-	-	23	23	21	21	02	02	23	23	-	-	-	-	-	-	-	29	29	-	-	-	-	-	05	08	04	04	01	-	-
TOTAL ALL TNG		146	775	-	-	15	10	-	-	68	68	66	66	05	05	68	68	21	21	22	22	02	02	119	119	116	170	-	-	-	38	43	21	19	28	43	-	

* This column was not changed because no RESTRICTED REFUELING was accomplished

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REFUELING AIR TRAINING REPORT - PART II																	307th Air Refueling Sq. (AFSC)										10-70										PAGE NO.										MILES & FEET										REPORTS EVALUATION									
F. GENERAL		G. CRUISE CONTROL										H. SIM CRSE.	I. PILOT PROFICIENCY																	J. KC-97 CREWS				K. MISCELLANEOUS																																
14		15. PERFORMANCE INDEX					16. MISSIONS					17. SIMULATOR	18. NO. OF PILOT PROFICIENCY		19. TAKE-OFFS		20. LANDINGS		21. GCA		22. FLAS		23. APPROACHES		24. FORMATION		25. LOADINGS		26. PASSENGER		27. NO. OF MAX. ALTITUDE		28. EMERGENCY		29. DRILLS		30. RENDZOUS		31. RENDZOUS		32. IN DANGER		33. SUCCESSFUL		34.		35.																			
CREW NUMBER		1	2	3	4	5	UNSUPERVISED LONG RANGE	SUPERVISED LONG RANGE	NON-LONG RANGE	SUPERVISED	TOTAL	SIMULATOR	NO. OF PILOT PROFICIENCY	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT	ACFT COMDR	CO-PILOT																					
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307TH AIR REFUELING SQUADRON
Lincoln Air Force Base
Lincoln, Nebraska

3 ARS

6 June 1955

SUBJECT: Squadron Commanders Remarks Refueling Air Training Report
(RCS: 4-SAC-T12)

TO: Commander
307th Bombardment Wing M
Lincoln Air Force Base
Lincoln, Nebraska

SECTION H-Squadron Commanders Remarks - Part III

- a. Hours flown on missions directed by higher headquarters
 - (1) Operation "Boilermaker" - 103:30 hours
 - (2) Operation "Sneak Play" - 13:20 hours
 - (3) Operation "Criss Cross" - 121:50 hours
 - (4) Movement of unit from Goose AB to Lincoln AFB - 186:55 hours
- b. There were no weather or other local conditions that affected training.
- c. There were no restrictive directives issued by ANC or SAC that affected training.
- d. Combat crew member gains and losses:
 - (1) Crew members gained: None
 - (2) Crew members lost:
 - a. One Aircraft Commander - Suspended from flying
 - b. One Navigator - Replaced by more qualified navigator
 - c. One Radio operator - Grounded
 - d. One Radio operator - Hospitalized

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307th ARS, LAFB BARS Subj: Squadron Commanders Remarks Refueling Air
Training Report (RCS: 4-SAG-T12)

- e. Crew member changes.
 - (1) One Airman
 - (2) One Pilot
 - (3) One Navigator
 - (4) Two Engineers
 - (5) Two Radio Operators
- f. No new crews were formed during the reporting period.
- g. The following crew status changes were made during May.
 - M22 to T22, upgraded 5 May 1955
 - M06 to T06, upgraded 16 May 1955
 - M13 to T13, upgraded 19 May 1955
 - M16 disbanded, 1 May 1955
- h. The Wing Crew Refueling Standboard is crew T01.
- i. Additional Material and Personnel Problems.
 - (1) The remarks reported in previous months report regarding flight engineers remains materially the same. Two flight engineers with no previous KC-97 experience were assigned to this squadron during May.
- j. SAC minimum training requirements not accomplished.
 - (1) The number of rendezvous accomplished have not been in proportion to the number of hook-ups because of the requirement for supporting unit movements. Refueling in cell formation will allow only flight leader to receive credit for rendezvous.
- k. One non-combat ready crew is capable of deploying.
- l. The average non-ready crew flying time for May compared favorably with the ready crews.
- m. Not required.

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307th ARS, LAFB 3ARS Subj: Squadron Commanders Remarks Refueling Air
Training Report (RCS: 4-SAC-T12

n. not required

c. Squadron Commanders Remarks

(1) The following information is submitted in accordance
with Fifteenth Air Force Message DOTO 5533, dtd
6 Jan 55.

(a) 21 Grid Navigation Leg - CEA 8.5 N.W.

(b) 43 Day Celestial Navigation Legs - CEA 9. 3. N.N.

EVERETT B. THURLOW
Lt Col., USAF
Commander

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DISPOSITION FORM

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23 May 1955

1. Crisis-Cross. The operation consisted of three (3) missions of ARS on 18-19-20 May. Bad Weather postponed the operation 24 hours.

a. 18 May: Three waves of tankers (12 aircraft with 3 spares). Refueled three (3) waves of B-47 aircraft (12 aircraft each) on this date.

(1) First wave of four (4) runner aircraft plus one spare airborne. Receiver leader had UHF difficulty but did not give lead to his deputy. He did not take headings from tanker leader on rendezvous and made an unexplained 360 degree turn eleven (11) miles prior to reaching tankers. This difficulty delayed refueling; consequently less fuel was offloaded than possible: 52,000 lbs, 50,000 lbs, 53,383 lbs, 50,100 lbs. Popit valve stuck open on Runner 16 after 10 hookups were made 15 minutes with receiver. Airborne spare was in place and available, but receiver elected to go to alternate, Loring AFB. Runner 16 offloaded 5,000 lbs prior to difficulty with popit valve.

(2) Second wave of four runner aircraft plus one spare were airborne, but Runner 27 returned to Goose 2½ hours after take-off due to bad oil leak in number 3 engine which was feathered. Spare aircraft replaced Runner 27. Amount of fuel offloaded: 52,650 lbs, 52,000 lbs, 52,490 lbs, 51,350 lbs. Runner 10 offloaded 51,350 lbs in complete radio silence due to receiver's radio being inoperative.

(3) Third wave of four (4) aircraft plus one spare airborne. Spare not utilized. Fuel offloaded was as follows: 55,100 lbs, 53,000 lbs, 52,300 lbs, and 52,190 lbs.

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B. On 19 May:

Two increments of four (4) tankers

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plus two (2) spare aircraft each were scheduled to refuel eight (8) B-47's.

(1) First wave:

(a.) The scheduled ground spare aborted prior to take-off due to hydraulic leak.

(b.) The airborne spare aborted due to the feathering pump being inoperative.

(c.) Runner 16 was only able to transfer 43,500 lbs of fuel due to a sticking transfer valve which caused fuel to escape from the tank vent preventing visual contact between boom operator and receiver. Severe turbulence also complicated refueling. Receiver diverted to Harmon.

(d.) Receiver for Runner 29 was not refueled due to mechanical failure on either the tanker or the receiver. Exact cause unknown. Since Runner 29 was later able to dump fuel without difficulty, and no malfunction during attempted fuel transfer, Receiver elected to divert to Harmon.

(e.) Two (2) B-47 aircraft received fuel as desired: 52,390 lbs. and 54,500 lbs.

(2) Second Wave:

(a.) Ground spare, Runner 18, aborted because number 4 prop would not come out of reverse and due to failure of fire detection system. Maintenance did not have aircraft in commission in sufficient time to reach orbit.

(b.) Runner 28 air aborted due to feathering of number 2 engine because of backfiring. Cause undetermined.

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(c.) Airborne spare was utilized and all receivers were refueled as desired: 55,000 lbs., 52,000 lbs., 50,750 lbs., and 52,400 lbs.

- (3) Message from COMER AF 15, Cite DO-05-071, dispatched to COMER 307th AREPS requesting that positive action be taken to insure the reliability of 307th tankers during the last increment of the exercise.

C. 20 May: Four (4) tanker aircraft plus two (2) spares scheduled to refuel four (4) B-47s.

- (1) Ground spare not utilized. Airborne spare, Runner 16, air aborted due to RPM oscillating 200 RPM. T.O.P dropped to 300 lbs., fuel oscillating 15-25 lbs., fuel pressure oscillating 5 lbs. This caused aircraft as soon as wheels left the runway, to be thrown completely off the runway with left wing dipping due to loss of power. All fuel was dumped.
- (2) All scheduled receivers successfully refueled as follows: 52,380 lbs., 55,800 lbs., 52,170 lbs., and 52,380 lbs. Mission highly successful.

A CERTIFIED TRUE COPY:

Marshall B. Kushner
MARSHALL B. KUSHNER
2nd Lt. USAF

ROBERT R. OLSTEAD
1st Lt. USAF
Project Officer

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Classification: Secret
Authority : Commander, 307th
Bomb Wing (M)
Date : 20 February 1956
Name : Lt. A.B. Kushner

(UNCLASSIFIED)

AU-D5

HISTORY OF THE
307TH BOMBARDMENT WING, MEDIUM

1 July - 31 December

1955

This document is prepared by
2nd Lt Marshall E. Kushner,
Lincoln Air Force Base Historian,
Under the supervision of
Major Vaughan O. Stevens,
Information Services Officer

This document is classified
SECRET in accordance with
Paragraph 25, AF Reg 205-1,
dated 15 December 1953.

Louis G. Thorup
LOUIS G. THORUP
Colonel, USAF
Commander

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RSI Contl No
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C H R O N O L O G Y

1 July	512th Air Division became a part of Eighth Air Force
1 July	Colonel Ernest C. Hardin TDY to Reesler AFB, Mississippi
6 July	Operation "Picket Fence"
8 July	Operation "Picket Fence"
12 July	Colonel Ernest C. Hardin TDY to Macomb AFB, Alabama
15 July	Operation "Front Point"
16 July	Operation "Front Point"
17 July	Colonel Louis C. Thorup assumed command of the 512th Air Division, temporarily relieving Brig. General Putnam
23 July	Operation "Deep Rock"
27 July	Operation "First Out"
1 August	307th Bomb Wing Inspector General Office opened
10 August	Operation "Knee Length"
11 August	Operation "Knee Length"
16 August	Captain Robert W. Gottlieb to 8th AF Adjutant's Conference
17 August	1st Col Earl V. Benson to 8th AF for SAC Conference
17 August	Colonel Thorup TDY to Loring AFB to attend 8th AF Commanders Conference
17 August	Colonel Hardin assumed command of the Wing in Colonel Thorup's absence.
19 August	Operation "Billy Club"
20 August	Operation "Billy Club"
21 August	Operation "Billy Club"
22 August	307th Bomb Wing Consolidated Personnel Records Established
22 August	Colonel Thorup to March AFB for SAC Bombing Competition
23 August	Operation "Second Out Alpha"
25 August	Colonel Ralph C. Vaughan TDY to Mather AFB, California
29 August	Operation "Post Hole"

30 August	Operation "Second Out Bravo"
15 September	Operation "Second Out Coca"
23 September	Base Alert
5 October	Colonel Vaughan TDY to Maxwell AFB, Alabama
6 October	Operation "Helen Mind Alpha"
7 October	Eighth Air Force Annual Inspection
7 October	Operation "Helen Mind Bravo"
10 October	Operation "Helen Mind Coca"
17 October	Operation "Workload"
18 October	Operation "Workload"
19 October	Operation "Workload"
22 October	Colonel Thorup, Lt Col Benson TDY to Westover AFB, Mass.
22 October	307th AFS static display at Minneapolis, Minnesota
1 November	Wing B-7 mission becomes effective
4 November	Colonel Hardin to Eighth AF for briefing on "Face Setter I"
9 November	307th AFS support of the 390th Fighter Bomber Wing
11 November	Operation "Winter Wind"
19 November	Colonel Vaughan TDY to McConnell AFB, Kansas
28 November	Operation "Honest John"
30 November	Operation "Honest John"
5 December	Operation "Black Magic"
6 December	Operation "Texas League"
10 December	Operation "Face Setter I"
12 December	Colonel Thorup to SAC Headquarters for SAC Commanders Conference.
13 December	Colonel Robert W. Christy TDY to McConnell AFB, Kansas
22 December	Operations Plan 44-56, EMP Test held
31 December	Operation "Grainfield" completed

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HISTORY OF THE
307TH BOMBARDMENT WING (M)
1 July - 31 December 1955

CHAPTER I - ORGANIZATION AND ADMINISTRATIONSECTION I - Mission Developments

The 307th Bombardment Wing (M) arrived at the Lincoln Air Force Base on 20 November 1954 after a successful campaign in Korea with its B-29 medium bombers. However, since its arrival at Lincoln, the Wing has worked hard toward its conversion goal of becoming a combat ready B-47 medium jet bomber Wing.

The 307th learned a great deal from the experiences encountered by the 98th Bombardment Wing (M), also stationed at Lincoln, during its Graduation Exercise, Operation Apple Ring, on 20 and 21 June. This, coupled with a concentrated effort on the part of each member of the Wing, resulted in the highly successful accomplishment of the 307th Bomb Wing's Graduation Exercise, Operation Melon Ring, on 6, 7 and 10 October.

Personnel and maintenance problems continued to impede progress of the tactical squadrons. Shortages of supply, clerical, and maintenance personnel had placed an added strain on the presently assigned personnel in these respective fields.

The lack of parts and poor working facilities slowed down the maintenance program to some extent, consequently impairing the general flying training program also. The 307th Armament and Electronics Squadron, for example, must share the same facilities with the 98th Armament and Electronics Squadron. Correction of this situation will not come about until construction of separate maintenance buildings (not called for until the Fiscal Year 57).

There were 43 B-47 type aircraft assigned to the Wing and 21 KC-97 type aircraft. As of 31 December 1955, there were 26 combat ready B-47 crews and 17 non combat ready crews. 19 KC-97 crews were qualified by the

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Wing as combat ready, while two additional crews were working on their training requirements for upgrading to combat ready status.

SECTION II - Organization

As of 1 July 1955, the 818th Air Division, of which the 307th Bombardment Wing (M) is a component, became a member of the Eighth Air Force, with Headquarters at Westover Air Force Base, Massachusetts. Prior to that date, the 818th Air Division operated under the jurisdiction of SAC's Fifteenth Air Force, with headquarters at March Air Force Base, California.
1/

There were no changes in any of the squadrons' table of organizations or Unit Manning documents.

A Wing Consolidated Personnel and Records Section was established on 22 August. The section was patterned after a similar agency of the Air Base Group; that is, personnel from the various squadrons keeping Wing records under one roof.
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SECTION III - Command

The low manning level, coupled with the poor equipping level of the Wing (due primarily to the low equipment level of the 307th Tac Hospital) adversely affected the combat readiness index of the Wing.

On 7 October, the 307th Bomb Wing underwent the annual Eighth Air Force Inspection. General results of the deficiencies and irregularities noted by the inspection team were unsatisfactory. The 307th Bomb Wing undertook to correct these deficiencies immediately.

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1. General Order Number 45, Headquarters Strategic Air Command, Offutt Air Force Base, Nebraska, dated 10 June 1955. APPENDIX #1
 2. Monthly Historical Report, MCS: AU-05, prepared by the 307th Bomb Wing Personnel Section for the month of August.

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On 1 August, the Wing Inspector Section was opened and Major H.C. Johns was assigned as the new Wing Inspector. During this period, routine functions were performed by this section. On 3 December, a staff visit to Slick Field Air Force Base, Kansas was conducted by the Wing Inspector for the purpose of familiarization and coordination concerning SAC and 8th Air Force Bomb Wing inspection requirements. 3/

Periodic inspection of squadron records and filing systems were conducted by the Wing Inspector during this period. "Disps" which resulted from the Eighth Air Force Inspection were generally corrected shortly after their inspection. 4/

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3. Monthly Historical Report, MCR: AU-35, prepared by the Office of the Wing Inspector for the period of December.
 4. Monthly Historical Report, MCR: AU-35, prepared by the Office of the Wing Inspector for the month of December.

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CHAPTER II - PERSONNELSection I - Military Personnel Status

The following figures present the personnel authorizations, personnel assigned, and personnel present-for-duty status of the 307th Bombardment Wing as of 31 December 1955: ^{1/}

<u>Organization</u>	<u>Officers</u>			<u>Airmen</u>		
	<u>Auth</u>	<u>Ass'd</u>	<u>PFD</u>	<u>Auth</u>	<u>Ass'd</u>	<u>PFD</u>
Headquarters, 307th Bomb Wing	46	51	87	109	102	218
370th Bombardment Squadron	77	60	52	100	76	58
371st Bombardment Squadron	77	60	45	100	91	67
372nd Bombardment Squadron	77	59	45	100	80	72
307th Air Refueling Squadron	100	81	62	250	229	196
307th Armament and Elect Squadron	13	7	7	329	331	251
307th Field Maintenance Squadron	8	9	7	423	353	299
307th Periodic Maintenance Squadron	4	2	2	109	96	88
307th Tac Hospital	27	61	6	95	66	56
TOTAL	429	335	313	1615	1414	1305

These figures indicate that there has been an increase of 20 officers and 51 airmen over the period last recorded. There has also been a marked increase in personnel present-for-duty. ^{2/}

1. Report, Lincoln Air Force Base Strength Report, compiled from Morning Reports and prepared by the Statistical Services Section.
2. Refer to Report, "History of the 307th Bombardment Wing (H)," for the period 1 April - 30 June 1955, p.p. 4.

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The aggregate figures of authorized and assigned personnel for the 307th Bomb Wing gave the following picture: ^{3/}

<u>Organization</u>	<u>Aggregate Total</u>	
	<u>Auth</u>	<u>Ass'd</u>
Headquarters, 307th Bombardment Wing	155	153
370th Bombardment Squadron	177	136
371st Bombardment Squadron	177	141
372nd Bombardment Squadron	177	139
307th Air Refueling Squadron	350	310
307th Armament and Elect Squadron	342	338
307th Field Maintenance Squadron	431	362
307th Periodic Maintenance Squadron	113	98
307th Tac Hospital	122	72
TOTAL	2044	1749

COMBAT CREW ROSTERS: As of 31 December, there were 19 combat ready KC-97 refueling crews. There were two crews in training for upgrading at the time of this writing and the expected dates of upgrading for these crews ^{were 4/} ~~was:~~

Crew D24 - 16 January 1956
Crew D25 - 6 January 1956

Two KC-97 crews were upgraded in December to combat ready status. ^{5/}
These crews and the dates of upgrading were:

Crew D207 - 29 December 1955
Crew D23 - 30 December 1955

3. Report, LAFB Strength Report, prepared by Statistical Services Section.
4. Report, Refueling Air Training Report, RGS: 4-SAC-T-12, prepared by the 307th Air Refueling Squadron for the month of December (C). Appendix #1 of Operational Annex.
5. Ibid.

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There were three B-47E crews upgraded in December, which brought the total number of combat ready crews in the Wing to 26. These three crews were upgraded on the following dates:

Crew R10 - 31 December 1955
 Crew R11 - 31 December 1955
 Crew R40 - 30 December 1955

There were 17 non combat ready crews in training for upgrading. Of these 17 crews, five had not accomplished the requirements prescribed by SAC Reg 51-19. These crews were to be concentrated on completion of this training in January.

OFFICER: As of 31 December, there were 335 officers assigned to the 307th Bomb Wing, of which 331 were effectively assigned. Based upon the authorization of 429 officers, the Wing was 78.1 percent bodily manned and 77.9 percent effectively manned.

The specific soft spots in officer manning were:

Armament and Electronics Officers: There were only five officers assigned to this squadron and ten were authorized and needed. One AEE officer was to be reassigned, PCS, to Headquarters SAC in January, which will leave only four officers, or 40 percent manned.

6. Report, Jet Air Crew Training Report, RCS: 3-SAC-T-12, prepared by the 307th Bombardment Wing (M) for the month of December (C). Appendix #2 of the Operation Annex.
7. Ibid.
8. Monthly Historical Report, RCS: AU-35, prepared by the Personnel Section of the 307th Bombardment Wing (M) for the month of December.
9. Report, Jet Air Crew Training Report, RCS: 3-SAC-T-12, prepared by the 307th Bombardment Wing (M) for the month of December (C). Appendix #2 of the Operation Annex.
10. Ibid.

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This is below Second, Eighth and Fifteenth Air Forces average.

<u>Authorized</u>	<u>Assigned</u>
7 - 3034 (Armament System Officers)	4
1 - 3216 (Armament System Staff Officer)	1
1 - 32000 (Warrant Officer)	0
1 - 3054 (Air Electronics Officer)	0

Communications Officer: The Communications Officer of the 307th Air Refueling Squadron was to be transferred PCS on 1 January. Request for a replacement during the past two months by the Wing has proved fruitless, and the outlook for input was not bright.

Personnel Officers: Authorizations call for eight officers and one warrant officer in this field. There were five personnel officers assigned, as of 31 December, of which two will be lost in January 1956. This leaves this field with a 33.3 percentage manned mark, also believed to fall short of the Command average.

AIRBORNE: As of 31 December, there were 1414 airmen assigned to the Wing and 1054 of these men were effectively assigned. Based on the authorization of 1615 airmen, the 307th Bomb Wing was 87.6 bodily manned and 65.8 percent effectively manned.^{11/}

The specific soft spots in airmen manning at the end of the year were as follows:^{12/}

First Sergeants: There are two first sergeants that will be reassigned from the Wing in February. Past experience indicated

11. Ibid.

12. Ibid.

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that the Wing will have to develop first sergeants out of their own resources. This may cause the Wing to utilize two seven-level maintenance men; a career field which is also short-handed.

Air Operations Specialists: The Wing was authorized nine 29170s in the grade spread of six master sergeants and three tech sergeants. Eight airmen were assigned, however one will be lost in February 1956. On top of the low manning, the grade spread and skill level of those airmen assigned was as follows:

- 1 - Master Sergeant - Seven-level
- 2 - Tech Sergeants - Seven-level
- 1 - Airman First CI - Five-level
- 1 - Airman Second CI - Five-level
- 1 - Airman Second CI - Three-level
- 2 - Airman Third CI - Three-level

Control room technicians were also scarce. According to Eighth Air Force Message PLM 67532, dated 10 August 1955, master and tech sergeants with extensive experience should be assigned control room duty. Of the five airmen assigned, three have the qualifications prescribed by SAC Regulations. ^{13/} Due to the 818th Air Division's unsatisfactory manning in this specialty, ^{14/} no support or assistance can be gained from this source to increase the Wing's effective manning ^{15/} in the control room.

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- 13. SAC Regulation 55-15 and Eighth Air Force Message PLM 67532.
 - 14. 818th Air Division effective manning - 52 percent.
 - 15. 307th Bombardment Wing (M) effective manning - 33.3 percent.

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Aircraft Maintenance: The overall effective manning in the Wing in this career field was 74 percent. The effective manning of the Aircraft Jet Mechanics was 72 percent. Although the Wing On-the-Job Training Program was functioning in these fields, it was estimated to take six months to upgrade three-level personnel to the five-level.

<u>AMAC</u>	<u>AMTE</u>	<u>ASSNE</u>	<u>EFFEKTIVE</u>
431418	28	90	28
431518	194	147	147
431718	<u>101</u>	<u>59</u>	<u>59</u>
TOTAL	323	296	234

ON-THE-JOB TRAINING: Though the Wing continued to carry out an effective On-the-Job Training Program, it was done with a definite lack of skilled and supervisory personnel. Over 90 percent of the eligible airmen in the 307th partook in OJT. The following number of airmen were placed on OJT and completed OJT during the past six months:^{16/}

<u>Month</u>	<u>Placed on OJT</u>	<u>Completed OJT</u>
December	67	44
November	90	80
October	88	74
September	138	41
August	72	18
July	13	40
TOTAL	<u>468</u>	<u>297</u>

SCHOOLING: During the past six months, there were 70 formal school quotas received by the 307th Bomb Wing, of which 54 were filled.^{17/}

16. Monthly Historical Report, RGS: AU-05, prepared by the Personnel Section of the 307th Bombardment Wing (M) for the months of July, August, September, October, November and December.

17. Ibid.

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KEY PERSONNEL: The following is a chronological presentation of the changes and activities of the key personnel in the 307th Bombardment Wing:

Colonel Ernest C. Hardin, Wing Deputy Commander, went TDY to Reesler Air Force Base, Mississippi, to attend the Senior Officer WFO Familiarization Course. Colonel Hardin left the Lincoln Air Force Base on 11 July and was absent ^{18/} 6 days.

On 17 July, Colonel Louis E. Thorup, Commander of the 307th Bombardment Wing, assumed the duties of 818th Air Division Commander, relieving Brigadier General Claude M. Putnam temporarily. ^{19/}

Colonel Hardin went TDY to Maxwell AFB, Alabama, for 11 days for the purpose of attending the Air Weapons Orientation Course AWEOS. Colonel Hardin left the LAFB on 20 July. ^{20/}

Colonel Ralph C. Vaughan, Wing Director of Material, went TDY for 15 days on 15 August to Hather AFB, California, for the purpose of attending the Commanders Radar Bomb Familiarization Course. ^{21/}

Lt Colonel Earl T. Benson, Wing Director of Plans, attended an WTP Conference at Westover AFB, Massachusetts on 17 August. Colonel Benson was TDY for five days. ^{22/}

307th Bomb Wing Adjutant, Captain Robert W. Gottlieb, went TDY to Westover AFB, Massachusetts for five days, for the purpose of attending the Eighth Air Force Adjutant Conference. ^{23/}

18. Letter Orders Number 452, Headquarters 818th Air Division. Appendix #2.

19. General Orders Number 9, Headquarters 818th Air Division. Appendix #3.

20. Letter Orders Number 473, Headquarters 818th Air Division. Appendix #4.

21. Letter Orders Number 553, Headquarters 818th Air Division. Appendix #5.

22. Ibid.

23. Letter Orders Number 559, Headquarters 818th Air Division. Appendix #6.

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Colonel Thorup went TDY for four days to Loring AFB, Maine, for the purpose of attending the Eighth Air Force Commanders Conference. Colonel Thorup departed from Lincoln on 17 August.^{23/}

During Colonel Thorup's absence, Colonel Hardin assumed command of the 307th Bombardment Wing.^{24/}

Colonel Thorup went to March AFB, California, on TDY for four days, for the purpose of observing the 1955 SAC Bombing and Navigation competition. Colonel Thorup left Lincoln on 24 August.^{25/}

On 8 October, Colonel Vaughan went to Maxwell AFB, Alabama, for the purpose of attending the Air Weapons Orientation Course, AWCOC. Colonel Vaughan was gone for nine days.^{26/}

Colonel Robert M. Christy, Wing Director of Operations, and Lt Colonel Benson went TDY to Westover AFB, Massachusetts, for six days, to attend a conference on evacuation plans and EMP.^{27/}

On 24 October, Colonel Thorup and Lt Colonel Benson went TDY to Westover AFB for three days, to attend a Top Secret Conference and briefing.^{28/}

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- 23. Letter Orders Number 557, Headquarters 818th Air Division. Appendix #7.
 - 24. General Orders Number 11, Headquarters 307th Bombardment Wing. Appendix #8.
 - 25. Letter Orders Number 569, Headquarters 818th Air Division. Appendix #9.
 - 26. Letter Orders Number 665, Headquarters 818th Air Division. Appendix #10.
 - 27. Letter Orders Number 580, Headquarters 818th Air Division. Appendix #11.
 - 28. Letter Orders Number 701, Headquarters 818th Air Division. Appendix #12.

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On 19 November, Colonel Vaughan went TBY for 14 days, to McConnell AFB, Kansas, for the purpose of attending Advanced Flying School ("47 Familiarization Course").^{29/}

Colonel Hardin went TBY to Westover AFB on 17 November for five days, to attend the Commanding General's briefing on Operation "Facesetter."^{30/}

On 13 December, Colonel Thorup went to Offutt Air Force Base, Nebraska, on TBY for five days, to attend the SAC Commander's Conference.^{31/}

Colonel Christy went TBY for 23 days, on 31 December, to McConnell Air Force Base, Kansas, to attend the ABC portion of Course #1231001.^{32/}

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- 29. Letter Orders Number 731, Headquarters 81st Air Division. Appendix #13.
 - 30. Letter Orders Number 741, Headquarters 81st Air Division. Appendix #14.
 - 31. Letter Orders Number 830, Headquarters 81st Air Division. Appendix #15.
 - 32. Letter Orders Number 832, Headquarters 81st Air Division. Appendix #16.

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CHAPTER III - OPERATIONS AND TRAINING

SECTION I - Flying Training

The combat readiness date for the 307th Bomb Wing was changed for the third time by higher headquarters. The new readiness date is set for 1 April 1956, and the wing is required to have 45 combat ready B-47 crews and a minimum of 20 KC-97 refueling tankers. ^{1/}

The 307th Bomb Wing's conversion program progressed rapidly during these past six months. Three graduation-type missions were flown in July, August, and September, and the Wing's official USOM Graduation Exercise, Operation "Belon Mind", was flown in October.

The order of priority of the Wing's flying training program was established as follows: ^{2/}

1. Accomplishment of Air Force Regulation 60-2 flying training requirements.
2. Support of higher headquarters directed missions.
3. Upgradation training for potential standardization and instructor crews.
4. Accomplishment of the SAC Regulation 50-43 and 51-19 training requirements.
5. Achievement of ground training requirements, as prescribed in SAC Regulation 50-24.

1. Message (Confidential), ODTA 31370, Headquarters Eighth Air Force, dated 8 November 1955.
2. Report (Confidential), "Monthly Programming Plan," RGS: 1-55, prepared by the 307th Bombardment Wing (M) for the month of September 1955. Appendix #1 of the Operational Appendix.

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370th Bombardment Squadron: The following chart lists the total flying accomplishments of the 307th Bomb Wing Squadrons during the past six months: 2/

370th Bombardment Squadron 4/

<u>Month</u>	<u>Sorties</u>	<u>Hours Flown</u>	<u>Ready Crews</u>	<u>NR Crews</u>	<u>Tot Crews</u>
December	---	---:--	10	5	15
November	---	---:--	--	-	--
October	---	---:--	--	-	--
September	67	598:20	8	6	14
August	73	384:40	1	11	12
July	64	360:50	1	11	12

371st Bombardment Squadron 5/

<u>Month</u>	<u>Sorties</u>	<u>Hours Flown</u>	<u>Ready Crews</u>	<u>NR Crews</u>	<u>Tot Crews</u>
December	35	164:40	8	6	14
November	28	144:10	8	6	14
October	41	251:35	8	6	14
September	59	352:45	5	9	14
August	--	---:--	-	-	--
July	65	383:20	1	10	11

3. Historical Reports, RCS: AU-D5, prepared by the 370th, 371st, and 372nd Bomb Squadrons for the months of July, August, September, October, November, and December.
4. A DF has been sent to this squadron requesting this type information, which is frequently not mentioned in the monthly history, plus a general briefing of the historian concerning additional information required in his monthly report.
5. Ibid.

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372nd Bombardment Squadron ^{6/}

<u>Month</u>	<u>Sorties Flown</u>	<u>Hours Flown</u>	<u>CB Crews</u>	<u>RCR Crews</u>	<u>TOT Crews</u>
December	-----	190:15	8	6	14
November	-----	135:15	8	6	14
October	-----	274:00	8	6	14
September	43	337:20	4	10	14
August	-----	460:05	1	13	14
July	67	389:10	1	11	12

The 307th Bomb Wing has carried on an extremely active flying program since July. Thus, in undertaking the prodigious project of recording these activities, and for the purposes of accuracy and lucidity, the account of important tactical operations is presented in the form of the monthly synopsis, which follows:

JULY

All crew members and staff personnel had completed their 307th Bomb Wing Regulation 51-14 field checkouts by the end of the month. ^{7/}

The Bombing and Navigation Section, in conjunction with the Wing Plans Section, planned and initiated the Wing's first bomber stress type mission, Operation "First Out". The results of this mission were generally excellent. Preparations were made for Operation "Post Hole", which was slated for early August. ^{8/}

6. Ibid.

7. Monthly Historical Report, RCS: AU-35, prepared by the 307th Bomb Wing Director of Operations for the month of July.

8. Report (Confidential), Air Training Report, prepared by the Commander of the 307th Bombardment Wing (4), RCS: 3 SAC-T-12, for the month of July. Appendix #2 of the Operational Appendix.

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Navigation missions increased 300 percent over the month of June. There was an increase of 150 percent in the BBS activities of the Wing over the previous month, also. ^{9/}

Weather conditions, as far as actual flying was concerned, was no factor in the conversion program. However, the extreme heat caused unbearable working conditions for maintenance personnel on the flight line. Some aircraft were of the "too hot to handle" variety.

The following is a breakdown of the conversion program progress in July: ^{10/}

Flying Hours Accomplished	1133:00 ^{11/}
Number of Sorties	191
SAC 51-19 Checkouts	77:25 (3)
Air Refueling Checkouts	2
Special Weapons Checkouts	8
Crews Upgraded to CR	0
Average Availability of Aircraft	38
SAC 50-43 Training Hours	912:00
CR Crew Hours Flown	27:45
Ferry and Test Flight Hours	46:10

9. Ibid.

10. Compiled from: Report (Confidential), "Air Training Report", RCS: 3-SAC-T-12, prepared by the 307th Bombardment Wing (M) Commander, and the Monthly Historical Report, RCS: AU-35, prepared by the 307th Bombardment Wing (M) Director of Operations for the month of July.

11. SAC Regulation 60-2 flying hours were flown concurrently, and therefore the number of hours flown is included in this figure.

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Operation "First Out", 307th Bomb Wing Operations Order 200-55,^{12/} was the Wing's major effort during the month. "First Out" was a general graduation-type mission, flown 27 July, and the first of a minimum series of three to be flown prior to the Wing becoming combat ready.^{13/}

On 26 July, the general briefing for "First Out" was held at 1600G; the specialized briefing was held directly after this; the pre-take-off briefing was completed two hours prior to actual take-off; and E-Day commenced at 0001Z hours on 27 July.^{14/}

Nine B-47 aircraft flew "First Out" in three cells of three aircraft, three from each bomb squadron. The mission included mass air refueling, all tactics, grid navigation, and two HBS runs -- Kansas City and St. Louis, Missouri. The flight route and procedure was as follows:^{15/}

St. Louis

Pre IP	-	Florence, Alabama
IP	-	Paducah, Kentucky
Target	-	St. Louis, Missouri
Aiming Point	-	Northeast corner of the Alas Grain Company Building
Altitude	-	37,000 feet
IBDA	-	Photography

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12. Operations Order Number 200-55 (Secret), prepared by the 307th Bombardment Wing (W). Appendix #3 of the Operational Appendix.
 13. Monthly Historical Report, RGS: AU-55, prepared by the 307th Bombardment Wing, Director of Operations for the month of July.
 14. Operations Order Number 200-55 (Secret) Appendix #3 of Ops Appendix.
 15. Ibid.

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The excellent results of this mission were gratifying. The circular error was excellent and the mission was flown as briefed and without complications.^{16/}

AUGUST

August proved to be another busy month for the Wing's tactical personnel, as the Wing logged almost 100 flying hours over July's total.^{17/}

The following were the statistics piled up by the Wing during the month of August:^{18/}

B-47 Hours Flown	1216:00
Number of Sorties	218
SAC 51-19 Checkouts	5:05 (9)
Refueling Checkouts	1
Sp Weapons Checkouts	14
Crews Upgraded to CR	5
Aircraft Available	37
B-43 Hours Flown	1159:05
Ferry, Test Flt hrs	56:55

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16. Monthly Historical Report, RCS: AU-B5, prepared by the 307th Bombardment Wing (H) Director of Operations and Training for the month of August.
 17. Compiled from: Report (Confidential), "Monthly Programming Plan", RCS: 1-55, prepared by the 307th Bombardment Wing (H) for the month of August. Appendix #4 of the Operational Appendix; Report (Confidential), "Air Crew Training Report", RCS: 3 SAC-T-12, prepared by the 307th Bombardment Wing Commander for the month of August. Appendix #5 of the Operational Appendix. Monthly Historical Report, RCS: AU-B5, prepared by the 307th Bombardment Wing (H) Director of Operations for the month of August.

18. Ibid.

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Special activities of the Wing during August included the flying of higher headquarters commitments Operation "Foot Hole", Operation "Second Out Alpha", and Operation "Second Out Bravo."

Operation Foot Hole, Eighth Air Force Operations Order Number 300-55,^{19/} was flown on 29 August. Six B-47 aircraft participated in this commitment and five of the six made successful RBS runs. One B-47 air aborted, and did not make the target run on Houston. The completion of ISDA reports showed this mission to be very satisfactory.^{20/}

Operation "Second Out Alpha and Bravo" were flown in accordance with 307th Bomb Wing Operations Order Number 201-55^{21/} on 29 and 30 August respectively. Targets for these two USOM missions were Salt Lake City, Utah and Denver, Colorado.^{22/} The task force consisted of nine aircraft, and the accomplishments of this mission were considered superior to those of Operation "First Out."^{23/} Three ground spares were available each day, and crews were slated for take-offs at one minute intervals.^{24/}

The training accomplished on these two missions was cell tactics, electronic rendezvous, heavy weight refueling, grid navigation, and two RBS runs.^{25/}

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19. Originally planned for 25 August, but postponed due to weather.
 20. Monthly Historical Report, RCS: AU-35, prepared by the 307th Bombardment Wing (M) Director of Operations for the month of August.
 21. Appendix #6 of the Operational Appendix.
 22. Ibid.
 23. Monthly Historical Report, RCS: AU-35, prepared by the 307th Bombardment Wing (M) Director of Operations for the month of August.
 24. 307 Bomb Wing Ops Order Number 201-55, Operational Appendix #6
 25. Ibid.

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Operation "Second Out Alpha"

Three of the nine B-47 type aircraft were late in departing from their home base, however all were off within the allowed tolerance of three minutes. B-Day commenced at 0001Z hours on 23 August. There were no great problems encountered during the mission and most requirements were achieved. ^{26/} The mission was flown as briefed. ^{27/}

Operation "Second Out Bravo"

Of the nine aircraft (tanker) airborne, five aircraft were on time and four were off late approximately six minutes. Two aircraft air aborted and did not make the bomb run. ^{28/} The circular error on the Salt Lake City run was 3,654 feet, with a reliability of 60 percent; the circular error on the Denver target was 1,904 feet, with a reliability percentage of 100. ^{29/3}

Average CE on both RBS runs	2779 feet ^{29/}
Average error on computations	1 minute
Average Grid CE (estimate)	14 RM

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26. Specialized briefing (Confidential) for Operation "Second Out Alpha" Appendix #7 of the Operational Appendix.
 27. Critique of Operation "Second Out" (Secret). Appendix #8 of the Operational Appendix.
 28. Report (Secret), "Flash Reports on Second Out Bravo" prepared by the 307th Bombardment Wing Director of Operations, dated 3 September. Appendix #9 of the Operational Appendix.
 29. Critique of Operation "Second Out" (Secret). Appendix #8 of the Operational Appendix.
 30. Report (Secret), "Flash Reports on Second Out Bravo" prepared by the 307th Bombardment Wing Director of Operations, dated 3 September. Appendix #9 of the Operational Appendix.

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The general route followed for Operation "Second Out" was as follows:
 31/

Pre IP	-	<u>ST LOUIS</u> Boise, Idaho
IP	-	Burley, Idaho
Target	-	Salt Lake City, Utah
Aiming Point	-	Charleston Hotel, the southwest corner of the main building
Altitude	-	30,000 feet
ICBA	-	C-15 camera procedure

Pre IP	-	<u>DENVER</u> Rock Springs, Wyoming
IP	-	Mount Zirkel, Colorado
Target	-	Denver, Colorado
Aiming Point	-	Denver Medical Depot, base of smoke stack 80 feet north of the north end of the administration building
Altitude	-	38,000 feet

SEPTEMBER

September was primarily a month for preparation and making ready for the Wing Graduation exercise to be flown early in October. Heavy emphasis was placed on upgradation of crews to combat ready status.
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31. 307th Bomb Wing Operations Order Number 201-55 (Confidential). Appendix #6 of the Operational Appendix.
 32. Monthly Historical Report, EOC: AU-05, prepared by the 307th Bombardment Wing (H) Director of Operations for the month of September.

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The activities of the Wing shaped up somewhat in the following manner for the month of September: ^{23/}

B-47 Hours Flown	1088:35
Number of Sorties Flown	183
SAC 51-19 Checkouts	0
Number of Air Refueling	5
Special Weapons Checkouts	7
Crews Upgraded to CR	6
Average Aircraft Availability	98
SAC 50-43 Training Hours	1023:00

Target study, celestial pre-computations, route briefing and study, and A System reliability were implemented by the Wing for Operation "Lelon Hind." ^{24/}

The only higher headquarters commitment of importance flown during September was Operation "Second Out Coca," flown on 15 September.

Operation "Second Out Coca", 307th Bomb Wing Operations Orders 201-55 ^{25/} was the fourth of a series of bomber stream type missions that were scheduled in preparation for the Graduation Exercise, Operation "Lelon Hind." Targets for this mission were Salt Lake City and Denver, with the aiming points a tank farm southwest of Salt Lake City and the Denver Medical Center. ^{26/}

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33. Compiled from: Report (Confidential), "Air Crew Training Report," RCS: 3 SAC T-12, prepared by the 307th Bombardment Wing (M) Commander for the month of September. Appendix #10 of the Operational Appendix; and Monthly Programming Plan 1-55 (Confidential), prepared by the 307th Bombardment Wing (M) for the month of September.
 34. Monthly Historical Report, RCS: AU-25, for the Wing B6, September.
 35. Appendix #6 of the Operational Appendix.
 36. General Briefing (Confidential) for Operation Second Out Coca. Appendix #11 of the Operational Appendix.

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All other data which concerned the actual performance of this mission was relatively the same as those employed in "Alpha" and "Bravo."

Six crews flew this exercise and all were successfully refueled. One aircraft air aborted, and one other had a radar malfunction. The remaining four aircraft made productive ~~REC~~ runs with a circular error of 2052 feet and a reliability of 100 percent. ^{37/}

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^{38/}Operation "Melon Mind", Eighth Air Force Operations Orders Number 137-55, was flown on 6, 7, and 10 October, and constituted the Wing's USOM Graduation Exercise. Ground rules, etc., were received from Eighth Air Force prior to the mission. ^{39/}The possible conflict with other Wings' missions was alleviated by the 818th Air Division. ^{40/}

The recapitulation of B-47 accomplishments which participated in Operation Melon Mind were as follows: ^{41/}

29 Aircraft were scheduled
29 Aircraft were airborne
268:14 total flying hours were accomplished
21 crews completed the mission
7 aircraft air aborted
8 aircraft ground aborted

37. Ibid.

38. Appendix #12 of the Operational Appendix.

39. FMX (Confidential) ODCIA 21633. Appendix #13 of the Operational Appendix.

40. Joint Messageform (Confidential) 9-899-C, from the Commander of the 818th Air Division to the Commanders of the 22nd Bomb Wing, the 11th Bomb Wing, the 28th Strategic Reconnaissance Wing, the 301st Bomb Wing, and the 43rd Bomb Wing. Appendix #14 of the Operational Appendix.

41. Letter (Confidential) from Eighth Air Force representative, Major Edwin C. Clement, to the Commanding General of Eighth Air Force. Appendix #15 of the Operational Appendix.

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42/
 Bombing results on Denver, Target "Delta", for the mission were:

	<u>CEA</u>	<u>CEP</u>
Number of runs	2178	1570
Reliability	21	
Cross Error	1	

43/
 Bombing results on Denver, Target "Delta", for the three tactical bomb squadrons were:

	<u>370th</u>		<u>371st</u>		<u>372nd</u>	
	<u>CEA</u>	<u>CEP</u>	<u>CEA</u>	<u>CEP</u>	<u>CEA</u>	<u>CEP</u>
Number of runs	5920	1870	1725	1375	1829	1120
Reliability	7		6		8	
Cross Error	1		0		0	

44/
 The navigation results for the Wing and the three tactical squadrons were:

	<u>307th BW</u>	<u>370th BS</u>	<u>371st BS</u>	<u>372nd BS</u>
CEA	15.6	15.3	13.9	17.9
# Legs	23*	8*	8	7
Reliability	91	100	100	71

* Included 10 mile navigation leg scored by Omaha GCI.

The operational staff planning and briefing was considered excellent
 45/
 for this mission:

1. Each crew had ten hours of supervised target study.
2. Each crew drew a prediction of target area from memory.
3. Each crew made at least 10 Ultrasonic Trainer runs.
4. In accordance with 81st Air Force Regulation 51-19, each crew took an exam on the mission requirements.
5. The Wing staff pre-computed altitudes and azimuths of selected stars and gave copies to each crew.

42. Ibid.

43. Ibid.

44. Ibid.

45. Ibid.

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6. Five 8x10 radar photos of the target at various ranges were furnished the crew members.
7. Errors made by preceding crews were brought to the attention of crews who participated on subsequent nights.
8. All crews were individually critiqued on their bombing and navigation results, regardless of their circular error.

The conclusion of Major Edwin C. Clement, representative of the Eighth Air Force at this mission, was that "The overall Wing results for the Graduation Exercise is considered good...Errors in equipment and mathematical mistakes can be corrected."^{46/}

Operation "Helen Hind Alpha"

Flown on 6 October, eight aircraft were scheduled, seven were airborne. The first cell (four aircraft) were late on take-off. In the second cell, three of the four aircraft were off on time. One aircraft ground aborted and was replaced by a ground spare. The ground spare also aborted (radar) and there were no ground spares to replace it. Consequently, the Wing was penalized for getting only seven of the required eight aircraft airborne.^{47/}

Operation "Helen Hind Bravo"

Flown on 11 October, 11 aircraft were scheduled, including the 8 aircraft slated for this second mission, plus three receivers that aborted on 6 October. 12 aircraft were airborne, as an extra receiver was

46. Letter (Confidential) from Major Edwin C. Clement, representative of Eighth Air Force during Operation "Helen Hind", to the Commanding General of Eighth Air Force.
47. Report, (Confidential), Flash Reports of Operation "Helen Hind", Appendix #16 of the Operational Appendix; Briefing (Confidential) of 307th Bombardment Wing (A) Graduation Mission, Appendix #17 of the Operational Annex; Critique of Operation "Helen Hind" (Confidential), Appendix #18 of the Operational Appendix.

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attached to Blue Flight when one aircraft air started after take-off. All aircraft were off on time. There was one ground short, which was replaced by a ground spare aircraft.^{48/}

Operation "Helen Kind Goes"

From on 10 October, there were 10 aircraft scheduled and 10 aircraft airborne. Eight aircraft were on time in taking-off; the other two were late due to ground shorts. This completed the scheduling of all 24 aircraft which were required to participate in this exercise.^{49/}

The general route flown, in brief, was as follows:^{50/}

Pre IP	- Lake McCaughy, Nebraska
IP	- Sterling, Colorado
Target	- Denver, Colorado
Controlled Area	- Sioux Falls, South Dakota
Landing Point	- 28 type with Lowry Air Force Base's new hangar as the offset

The general results of the Graduation Mission, listed below for each day of the mission, were considered highly satisfactory by the wing:^{51/}

48. Ibid.

49. Ibid.

50. Ibid.

51. Ibid.

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Operation "Molon Rind Alpha"

Air Aborts	- 2 (radar)
Cell Tactics	- 6 crews
Ref over 40,000'	- 8 crews
Rendezvous	- 2 crews
Reliability Factor	- 75 percent
AoFt over Target	- 5
Gross Error	- 1
Wing CEA	- 2492 feet

Operation "Molon Rind Bravo"

Air Aborts	- 2
Cell Tactics	- 11
Ref over 40,000'	- 11
Rendezvous	- 3
AoFt over Target	- 9
Wing CEA	- 1704 feet
Reliability Factor	- 81.9 percent
Gross Error	- 0

Operation "Molon Rind Coca"

Air Aborts	- 2
Cell Tactics	- 10
Ref over 40,000'	- 10
Rendezvous	- 3
AoFt over Target	- 10
Wing CEA	- 3191 feet
Night Celestial CEA	- 12.2NM (estimated)

- TOTALS -

Wing CEA	- 3179 feet
Wing CXP	- 1575 feet
CEA without the Gross Error	- 1974 feet
Night Celestial CEA	- 15.65NM (estimated)
Reliability Factor	- 80.95 percent

Operation "Grainfield", Eighth Air Force Operations Order 135-55, was flown every Friday by one crew during November and December. It was an ANEC equipment and facilities test by the Lincoln Lab. This mission was flown for a total of 13:00 hours on 28 October. ^{52/}

52. Report (Confidential), "Air Crew Training Report", RCS: 3-SAC-T-12, prepared by the 307th Bombardment Wing for October. Appendix #19 of the Ops Appendix.

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The following were the accomplishments of the 307th Bomb Wing for the month of October: ^{53/}

Total Number of Hours Flown	1213:00
Higher Headquarters Commitments	294:10
Project "Hi Jinks"	48:35
Non Ready Crew Training	232:00
Ready Crew Training	584:00
Ferrying Aircraft	3:45
Crew Upgraded to Combat Ready	16
SAC 51-19 Checkouts	3

NOVEMBER

Emphasis was placed on flying training for non-ready crews and BBS missions for the Commanders, in preparation for, and accomplishment of, Operation "Honest John." ^{54/}

Operation "Honest John" was flown on 28 and 30 November, in accordance with higher headquarters directives, by Brigadier General Claude E. Putnam, 618th Air Division Commander; Colonel Louis T. Thorup, 307th Bombardment Wing (M) Commander; and the bomb squadron Commanders. A make-up mission was flown by General Putnam and Lt. Colonel Melos E. Richards, 371st Bomb Squadron Commander, on 30 November. Lt. Colonel A.E. Kenschbacher, Commander of the 372nd Bomb Squadron, won fourth place in the SAC-wide competition. ^{55/} 70:25 hours were flown during this mission.

53. Ibid.

54. Monthly Historical Report, RGS: AU-05, prepared by the 307th Bombardment Wing (M) Director of Operations and Training for the month of November.

55. Report, "Jet Air Crew Training Report", RGS: 3-SAC-T-12. Appendix #20

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Operation "Trainfield" was cancelled on 4 November, due to weather, and 11 November, due to Veterans Day. A total of 29:10 hours was flown in his commitment during November. ^{56/}

The following is a list of the activities of the Wing during the month of November: ^{57/}

Total Hours Flown	286:35
SAC 51-19 Checkouts	0
Air Refueling Checkouts	0
Special Weapons Checkouts	--
Aircraft Availability	45
Project "Mi Jinks"	11:35
Higher Headquarters Commts	259:35
Non-Ready Crew Training	134:30
Combat Ready Crew Training	124:00
Crews Upgraded to CR	0

DECEMBER

Eighth Air Force commitments were not as heavy as previous months and the Wing continued to concentrate on its goal of 45 combat ready crews in order to meet its projected combat readiness date of 1 April. ^{58/}

Operation "Pace Setter I", Eighth Air Force Operations Orders Number

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56. Ibid. 3-SAC-T-12, 307th Bomb Wing (M), Nov. Appendix #20
57. Ibid. Monthly Historical Report, RCS: AU-05, prepared by the 307th Bombardment Wing (M) Director of Operations for the month of December
58. Monthly Historical Report, RCS: AU-05, prepared by the 307th Bombardment Wing (M) Director of Operations for the month of December.

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140-55, was flown on 10 December. 12 aircraft were scheduled; 13 were airborne; four cancelled out due to weather; and one because of mechanical difficulty. 97:00 hours were flown during this mission and the results were excellent, as only one crew received a gross error.^{59/}

Operation "Texas League", Eighth Air Force Operations Order 135-55, was flown as an ARCC Test; a spot check of the Air Defense System, which involved call tactics and refueling. 10:50 hours were flown in the achievement of this mission.^{60/}

Operation "Black Magic", Eighth Air Force Operations Order 501-55, was a bomber stream-type mission on 5 December 5th, which resulted in 50:20 hours flown.^{61/}

Springfield BSC, in accordance with Eighth Air Force Operations Order 151-55, was flown during the month of December. 23:55 hours were accomplished.^{62/}

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59. Monthly Historical Report, BCS: 40-55, prepared by the 307th Bombardment Wing (M) Director of Operations for the month of December.
60. Ibid.
61. Ibid.
62. Report (Confidential), "Jet Air Crew Training Report," BCS: 3-040-7-12, prepared by the 307th Bombardment Wing (M) for the month of December. Appendix #21 of the Operational Appendix.

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The poop sheet for December's flying training read as follows:

Higher Headquarters Commitments	1:2:25
Total Hours Flown	550:35
Percent of Programmed Flying Time	58 percent
Non-Ready Crew Training	232:30
Ready Crew Training	101:35
Other	59:30
Test and Ferry Flights	35:00
Crews Upgraded to Combat Ready	3
Total Combat Ready Crews	26
Average Aircraft Availability	32

LOSS OF FLYING HOURS: The 307th Bomb Wing has fallen behind in its flying training program, and the following factors accounted for this condition:

1. Weather
2. Maintenance
3. Aircraft

As an example, the 371st Bomb Squadron lost the number of hours and sorties due to the reasons listed below:

63. Monthly Historical Report, RCS: AU-35, prepared by the 307th Bombardment Wing (M) Director of Operations for the month of December. Report (Confidential), "Air Crew Training Report," RCS: 3-SAC-T-12, prepared by the Commander of the 307th Bombardment Wing (M) for the month of December. Appendix #21 of the Operational Appendix.
64. Monthly Historical Report, RCS: AU-35, prepared by the 371st Bombardment Squadron (M) for the months of July, August, September, October, November, and December.

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July - 21 sorties lost, 145 hours, due to adverse weather conditions, fuel leaks, and radar and maintenance problems.

August - 15 sorties lost, 103 hours, due to poor flying conditions, fuel leaks and maintenance difficulties.

September - 21 sorties lost, 130 hours, attributed to the problems similarly described for the previous two months.

October - 26 sorties lost, 180 hours, due to weather, fuel leaks and radar malfunctions.

November - 25 sorties lost, 175 hours, as a result of fuel leaks and maintenance difficulty.

December - 21 sorties lost, 145 hours, due to radar malfunctions, and weather.

Thus, just one of the three tactical squadrons of the Wing had lost approximately 125 sorties, or 870 flying hours, due to the aforementioned trouble areas.

There's nothing one can do about the weather. Nebraska is the land of extremes--when it's hot, it's torrid; and when it snows, it's a blizzard. In any case, you just don't fly.

As to maintenance, this has been a soft spot since the Wing arrived at Lincoln on 20 November 1954. There was an acute shortage of skilled personnel, particularly at the five and seven-level. This came about when the Wing moved from Okinawa to Lincoln. Restrictions were placed on the number of married personnel who were to be transferred here (because of housing, etc.). The Armament and Electronics Squadron, for instance, has operated through the entire conversion program with an effective manning

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^{65/}
figure of 20 percent.

The lack of facilities hampered the Wing during the past six months, also. The Armament and Electronics, Periodic Maintenance, and Field Maintenance Squadrons share the same facilities with their "sister" squadrons of the 90th Bomb Wing. As Wing Commander, Colonel Louis C. Thorup, summed up the situation, "Consideration as to allowable time (for combat readiness date) should be given (by higher headquarters) when two Wings convert with the funds and facilities originally intended for one (Wing)."^{66/}

Also basic in the problem is the fact that the aircraft now assigned to the Wing are not current. Modifications are necessary. This accounts for the fuel leaks, radar malfunctions, etc. Drag angle modification has put aircraft out of commission throughout the entire program (16 sorties and 96 hours were lost in September alone).^{67/} When these aircraft undergo inspections and repairs, they are considered out of commission, and therefore, were of no value to the Wing at that immediate time.

It was hoped that the Wing would receive new aircraft in the very near future, which would greatly aid the Wing in its tactical operations and the performances in these operations.^{68/}

65. Report (Confidential), "Air Crew Training Report," RCB: 3-3AC-7-12, prepared by the 307th Bombardment Wing (M) for the month of December. Appendix #21 of the Operational Appendix.

66. Ibid.

67. Ibid.

68. Personal Interview by RB Kushner, Historian, with Lt. Colonel M.E.Y. Paxton, Deputy Director of Operations of the 307th Bombardment Wing(M).

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APPENDIX C OF THE 307th AFS: The following charts is a summary of the training accomplishments and the status of the 307th Air Refueling Squadron by the end of the year 1955:

Higher Headquarters Directed Missions.....	934:30
Number of Combat Ready Tanker Crews.....	19
Number of Non-Combat Ready Tanker Crews.....	2
Number of Sorties Flown.....	555
Number of Hours Flown.....	2605:30
Number of Test Flights.....	38
Number of Test Flight Hours Flown.....	57:30
Total Amount of Fuel Off-loaded.....	10,544,310.7
Total Number of Credited Hookups.....	2,949
Total Number of Wet Hookups Accomplished.....	632
Total Number of Dry Hookups Accomplished.....	2,337
Number of KC-97 Refueling Tankers Assigned.....	21
Number of Hours Flown Toward SAC 50-4 Requirements.....	1380:00*

* This figure is the total flown for September, October, and November. There were no 50-4 requirements achieved in December. No figures available for the months of July and August, although it is assumed that the number of hours was few, due to heavy higher headquarters missions flown by the Squadron.

69. Monthly Historical Reports, RCS: AU-35, prepared by the 307th Air Refueling Squadron for the months of July, August, September, October, November, and December (all Confidential). And--

Reports, Confidential, "Refueling Air Training Report," RCS: 4-SAC-T-12, prepared by the 307th Air Refueling Squadron for the months of July, August, September, October, November, and December. Appendix #22, #23, #24, #25, #26, and #27 of the Operational Appendix.

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The following is a synopsis of the activities of the 307th Air Refueling Squadron during the past six months:

JULY

Number of Hours Flown	520:00
Number of Sorties	125
Number of Combat Ready Crews	19
Number of Non-Ready Crews	2
Total Fuel Transferred	2,346,914 pounds
Number of Credited Hookups	446
Number of Wet Hookups	110
Number of Dry Hookups	336
Number of Aircraft Assigned	21
SAC 50-3 Missions Flown	4

During July, the 71st Air Refueling Squadron visited the Lincoln Air Force Base from Spooky Hill. The nature of their training during their stay was to check out crews and boom operators.^{70/}

Operation "Picket Fence" was flown on 6 and 8 July, in accordance with Eighth Air Force Operations Orders 91-55. This mission was coordinated with the 9th Bomb Wing of Mountain Home AFB, Idaho. 15 aircraft took part in this heavy weight refueling operation, plus one weather aircraft. The Squadron off-loaded 534,263 pounds of fuel and flew 44:55 in this mission. Colonel Don W. Bailey of the 98th Bombardment Wing (F) served as Task Force Commander.^{71/}

70. Monthly Historical Report, RCS: AU-85, prepared by the 307th Air Refueling Squadron for the month of July.

71. Joint Message Form (Secret) Zippe 064 T-27 91-55/AF 15/ on Operation "Picket Fence." Appendix #28 of the Operational Appendix.

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Operation "Grant Point" was flown in accordance with Eighth Air Force Operations Orders 94-55. This mission was initiated on 15 July, and was completed on 16 July. It was flown in conjunction with the 340th Bomb Wing and resulted in the accomplishment of 149:05 hours flown and 548,100 pounds of fuel transferred. ^{72/}

Operation "Deep Back" was coordinated with the 90th Strategic Reconnaissance Wing on 23 July. The 307th complied with Eighth Air Force Operations Orders 94-55 in the support of the 90SRW and off-loaded 369,811 pounds of fuel. 61:50 hours was flown during this mission. ^{73/}

Operation "First Out" was the first chance for the AFS to work with the 307th Bomb Wing in a full-scale USOM mission. Flown in accordance with 307th Bomb Wing Operations Orders 200-55, nine tanker aircraft transferred 361,141 pounds of fuel and flew 41:55 hours. General results of this mission, with regard to the AFS, was considered excellent. ^{74/}

72. Report, Confidential, "Refueling Air Training Report," RCS: 4-343-7-12, prepared by the 307th Air Refueling Squadron for the month of July. Appendix #22 of the Operational Appendix. And-- Monthly Historical Report (Confidential), RCS: 41-55, prepared by the 307th Air Refueling Squadron for the month of July.

73. Ibid.

74. Ibid.

75. Report, "Monthly Programming Plan 1-55", prepared by the 307th Bombardment Wing for the month of July (Confidential). Appendix #29 of the Operational Appendix.

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AUGUST

Number of Hours Flown	402:25
Number of Sorties	25
Higher Headquarters Missions	182:20
Number of Combat Ready Crews	18
Number of Non-Ready Crews	2
Number of Test Flights	12
Number of Hours Flown	17:10
Total Fuel Off-Loaded	1,964,757
Total Credited Hookups	673
Number of Wet Hookups	122
Number of Dry Hookups	551
Number of Aircraft Assigned	21

Operation "Knee Length" was flown on 10 and 11 August, in accordance with 98th Bomb Wing Operations Orders 13-55. This mission was held in cooperation with the 98th Bomb Wing, as seven 307th ARS aircrews participated. 266,789 pounds of fuel was transferred in seven wet hookups. 31:40 hours were flown in support of this mission. ^{76/}

Operation "Billy Club" took place on 19, 20, and 21 August. Higher Headquarters commitment (Eighth Air Force Operations Order 305-55) directed the 307th ARS to support the 320th Bomb Wing. Nineteen aircraft transferred 781,196 pounds of fuel in 26 wet hookups, and achieved 95:10 hours flown. ^{77/}

76. Monthly Historical Report (Confidential), RCS: AU-35, prepared by the 307th Air Refueling Squadron for the month of August. And -- Report, "Refueling Air Training Report," RCS: 4-SAC-T-12 (Confidential), prepared by the 307th ARS for the month of August. Appendix #23 of the Operational Appendix.

77. Ibid.

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Operation "Second Out Alpha and Bravo" was a mission of the USCG variety, flown on 23 and 24 August, in accordance with 307th Bomb Wing Operations Orders 401-55. This was the third mission of this type flown in preparation of the Wing's Graduation Exercise. 13 tankers participated and flew 55:40 hours and offloaded 326,326 pounds of petrol in 13 wet hookups. Fuel transfers were completed as briefed, but communications and rendezvous success was marginal. Critiques between tanker and receiver crews alleviated most problems which were a hindrance during this exercise. ^{78/}

SEPTEMBER

Higher Headquarters Missions	34:30
Number of Hours Flown	556:50
Number of Sorties Flown	98
Number of Combat Ready Crews	18
Number of Non-Ready Crews	4
Number of Test Flights	5
Number of Hours Flown	8:40
Total Fuel Off-loaded	1,709,669 pounds
Total Credited Hookups	361
Number of Wet Hookups	120
Number of Dry Hookups	441
Number of Aircraft Assigned	21*
SAC 50-8 Requirements	467:40

* Only 18 tankers were in commission

78. Critique (Secret) of Operation "Second Out Bravo" and Flash Reports (Secret) for Operations "Second Out Alpha and Bravo!" Appendix #8 and #9 of the Operational Appendix.

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Operation "Bills Club" (Fifteenth Air Force Operations Order 305-55) was flown in support of the 320 Bomb Wing's exercise by the 307th AREF. This mission was flown on 2 September, and the AREF accomplished seven sorties, 211,416 pounds of fuel off-loaded in five wet hookups, and 34:30 hours flown. ^{29/}

Operation "Second Out Coca" was the final simulated mission flown by the Wing prior to Operation "Action Rind." The AREF flew eight sorties and off-loaded 254,276 pounds of fuel in support of this mission. Six weight hookups were completed, five of which were done under radio silence. Communications and Rendezvous were much improved over the performance in "Second Out Alpha and Bravo." This mission was flown on 15 September. ^{30/}

Adverse weather cost the Squadron 19:20 hours in September. ^{31/} And the Squadron participated in the Base Alert on 23 September. The Squadron was notified at 0435 and by 0530, all crews had reported. At 0625, all crews were aboard their aircraft. Overall evaluation of this mobility test was highly satisfactory. ^{32/}

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79. Monthly Historical Report (Confidential), AU-85, prepared by the 307th Air Refueling Squadron for the month of September. And-- Report (Confidential) "Refueling Air Training Report," RGS: 4-SAC-T-12, prepared by the 307th Bombardment Wing (P) for the month of September. Appendix #21.
 80. Briefing of Crews (Confidential) on Operation "Second Out Coca," Appendix #11 of the Operational Appendix.
 81. Report (Confidential), "Refueling Air Training Report," RGS: 4-SAC-T-12, prepared by the 307th Air Refueling Squadron for the month of September. Appendix #24 of the Operational Appendix.
 82. Monthly Historical Report (Confidential), RGS: AU-85, prepared by the 307th Air Refueling Squadron for the month of September.

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RESULTS

Higher Headquarters Commitments	225:30
Total Number of Hours Flown	521:45
Number of Sorties Flown	94
Number of Combat Ready Crews	18
Number of Non-Ready Crews	4
Number of Test Flights	11
Number of Hours Flown	16:40
Total Fuel Off-Loaded	3,309,658 pounds
Number of Credited Hookups	429
Number of Wet Hookups	108
Number of Dry Hookups	321
Number of Aircraft Assigned	21*
BAC 50-3 Requirements Flown	472:00

* 18 aircraft in commission

Operation "Helon Hind." This was the Wing UICW Graduation Exercise, flown on 6, 7, and 10 October, in accordance with Eighth Air Force Operations Orders 137-55. AFB support was coordinated with the 370th, 371st, and 372nd Bomb Squadrons of the Wing. 27 aircraft transferred 695,295 pounds of fuel in 17 wet hookups. 119:25 hours were flown in support of the mission by tankers; 33:55 hours by weather aircraft.

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83. Briefing notes (C) of Operation "Helon Hind," Appendix #17 of the Operational Appendix. Flash Reports (Confidential) for Operation "Helon Hind," Appendix #16 of Operational Appendix. Critique (Confidential) of Operation "Helon Hind," Appendix #18 of the Operational Appendix.

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Operation "Elon Rind Alpha"

Nine KC-97s were scheduled and nine were airborne. Eight of these were tanker aircraft; one an airborne spare. All aircraft were late on take-off: The first cell was eight minutes; the second cell one minute late; and the third was off late by one minute. ^{84/}

Operation "Elon Rind Bravo"

Eleven primary tankers were scheduled and 12 were airborne. One extra KC-97 was airborne when a B-47 air aborted and an additional jet bomber was attached to the second cell. All tankers were off on time. One primary tanker air aborted due to an engine failure. ^{85/}

Operation "Elon Rind Coca"

Ten primary tankers were airborne, plus two airborne spares. All aircraft were off on time. One KC-97 air aborted as the result of a hydraulic leak in the boom system. Three primary tankers ground aborted, but they were replaced by ground spares. ^{86/}

The biggest lessons learned on the mission concerned rendezvous. ^{87/} They were: A- Receivers should hold interphone communications to a

84. Critique (Confidential) on Operation "Elon Rind," Appendix #18 of the Operations Appendix.

85. Ibid.

86. Ibid.

87. Letter (Confidential) from Major Edwin C. Clament, representative of Eighth Air Force at this exercise, to the Commanding General of Eighth Air Force. Appendix #15 of the Operations Appendix.

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minimum when reaching five miles from the descent range and during final closure; B- Receivers should attain the current ground speed of tankers, in order to re-compute the descent range and acknowledge the tanker's call; C- Receivers should hold speed when boosting out behind tankers too far back; D- Receivers should call passing number 4 tankers; E- Tankers must depart orbit point on time to acknowledge the 333 time; F- Tankers must transfer 27/243 from the wing tanks to deck tanks at the beginning of the refueling operation; G- A3-97s must increase speed at 12 miles and continually increase their speed as the fuel is transferred; H- No corrections by the receiver should be made when under the tanker's instruction.

The Accomplishments of the tanker force for this operation was: ^{33/}

33 aircraft were scheduled.*

36 aircraft were airborne .

134:27 Total flying hours.

95 percent tanker effectiveness.

40,000 pounds was the average fuel off-load required.

43,327 pounds of fuel was the average actual off-load.

Two aircraft air aborted.

Five aircraft ground aborted.

* These statistics include the accumulated efforts of both the 307th AFS and the 97th AFS.

38. Ibid.

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The accomplishments of the 307th AFS during Operation "Helon Mind" was as follows:

- 18 aircraft scheduled
- 19 aircraft airborne
- 77:11 total hours flown
- 100 percent tanker effectiveness
- 40,000 pounds average fuel required for off-load
- 43,746 pounds average fuel actually off-loaded
- 0 air shorts
- 0 ground shorts

Operation "Work Load" was flown on 17, 18, and 19 October, in accordance with Eighth Air Force Operations Order 123-55. The commitment called for the support of the 91st Strategic Reconnaissance Wing of the 81st Air Division (Lockbourne AFB, Ohio). 19 sorties were flown and 101:50 hours. Results were excellent, as the tankers off-loaded 625,195 pounds of fuel in 21 wet hookups.

A static display for public exhibit was the purpose behind the 307th AFS single crew mission to Minneapolis, Minnesota. This mission was accomplished with 3:20 minutes flown.

The adverse weather conditions in a designated refueling area during Operation "Helon Mind" caused the biggest single loss of hours during October. 24:05 hours were lost.

89. Ibid.

90. Report, Confidential, "Refueling Air Training Report," RCS: 4-SAC-T-12, prepared by the 307th Air Refueling Squadron for the month of October. Appendix #25 of the Operations Appendix.

91. Ibid.

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NOVEMBER

Higher Headquarters Missions	141:25
Total Hours flown	540:50
Total Number of Sorties	83
Number of Combat Ready Crews	17
Number of Non-Ready Crews	5
Number of Test Flights	4
Number of hours flown	5:50
Total amount of fuel transferred	1,403,915 pounds
Total Credited Hookups	436
Number of Wet Hookups	96
Number of Dry hookups	340
Number of aircraft assigned	*21
SAC JC-8 Requirements	441:20

*One aircraft grounded due to propeller blade defects.

On 7 November, the squadron flew a support mission with the 366th Fighter Bomb Wing (FAB). Three EC-97s transferred 90,000 pounds of fuel on 18 wet hookups. The three aircraft piled up 19:35 flying hours. ^{91/}

Operation "Win or Wind" was flown on 11 November and finally completed on 25 November. The purpose of this mission was to fly key

91. Report (Confidential), "Refueling Air Training Report," RCS: 4-SAC-T-12, prepared by the 307th Air Refueling Squadron for the month of November. Appendix #26 of the Operations Appendix. And-- Monthly Historical Report (Confidential), RCS: AU-35, prepared by the 307th Air Refueling Squadron for the month of November.

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personnel to an overseas location. Six sorties were flown for 43:35 hours. ^{92/}

Operation "Rainfield" and Operation "Lonest John" were flown for ^{93/}
29:10 and 70:25 hours respectively.

DECEMBER

Higher Headquarters Commitments	43:00
Total Number of Hours Flown	453:40
Total Number of Sorties	73
Number of Combat Ready Crews	19
Number of Non-Ready Crews	2
Number of Test Flights	5
Number of Hours Flown	9:10
Total Fuel Off-loaded	111,427 pounds
Total Credited Hookups	424
Number of Wet Hookups	76
Number of Dry Hookups	348
Number of Aircraft Assigned	**21
SAC 50-3 Requirements	**0

* 20 aircraft in commission.

** December was a "free month." No SAC 50-3.

92. Monthly Historical Report, Confidential, RGS: 48-55, prepared by the 307th Air Refueling Squadron for the month of December.

93. Report (Confidential), "Refueling-Air Training Report," RGS: 4-SAC-3-12, prepared by the 307th Air Refueling Squadron for the month of December. Appendix #27 of the Operations Appendix.

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16

LOSS OF AIRCRAFT HOURS: The lack of qualified personnel, maintenance problems and equipment failures, and weather were the main reasons for the loss of flying hours in the AEC during the past six months. For example:

- Personnel - 23 flight engineers assigned out of an authorization of 30. ^{94/}Five more losses were expected after the first of the year.
- Maintenance - Larger space for unscheduled maintenance was aggravated by the great number of B-47 fuel leaks. Since maintenance on these bombers must be performed in heated buildings, turbo chargers, etc., for the B-47 were ^{95/}done on the flight line in near zero temperatures.
- Weather - 24 hours were lost during Operation "Glen Hind" ^{96/}and 39 hours during Operation "Gilly Club" ^{97/}due to adverse weather conditions, both in the local area and along the flight route.

-
- 94. Report, Confidential, "Refueling Air Training Report," RCS: 4-SAC-T-12, prepared by the 30th Air Refueling Squadron for the month of December. Appendix #27 of the Operations Appendix.
 - 95. Report, Confidential, "Refueling Air Training Report," RCS: 4-SAC-T-12, prepared by the 30th Air Refueling Squadron for the month of November. Appendix #26 of the Operations Appendix.
 - 96. Report, Confidential, "Refueling Air Training Report," RCS: 4-SAC-T-12, prepared by the 30th Air Refueling Squadron for the month of October. Appendix #25 of the Operations Appendix.
 - 97. Report, Confidential, "Refueling Air Training Report," RCS: 4-SAC-T-12, prepared by the 30th Air Refueling Squadron for the month of September. Appendix #24 of the Operations Appendix.

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CREW TRAINING PROGRAMS: The first B-47B was received by the Wing on 21 March. By the end of June, three crews had attained a combat ready status. Since that time, 23 additional crews have been declared combat ready, which leaves the Wing with a total of 26 combat ready crews by 31 December 1953.

Heavy emphasis has been placed upon crew upgradation by the Wing, in order for the Wing to possess the required 45 combat ready crews by 1 April.

The forecasted date for upgrading the 19 non-ready crews, was as follows:

NO9	20 Feb	W64	29 Apr
IN12	29 Apr	IN41	29 Apr
IN13	29 Apr	IN42	30 Apr
IN14	14 May	IN43	13 May
IN15	14 May	W65	17 Feb
IN16	30 Apr	W68	15 Jan
W32	17 Feb	IN72	30 Apr
IN39	17 Feb	IN73	30 Apr
		IN74	26 May

There were 19 combat ready B-47B crews and two non-ready crews who were in training for upgrading at the end of the month of ⁹⁵December.

95. Report, Confidential, "Refueling Air Training Report," RC: A-442-7-12, prepared by the 307th Air Refueling Squadron for the month of December. Appendix 27 of the Operations Appendix.

99. Monthly Historical Report (Confidential), RRS: AU-5, prepared by the 307th Air Refueling Squadron for the month of December.

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SECTION II - Directorate of Operations

ADMINISTRATIVE: 17 crews were administered their standard checks during the first half of the fiscal year. The following number received these checks during the past six months: ^{100/}

December - 3
 November - 1
 October - 0
 September - 15
 August - 7
 July - 0

FLIGHT SAFETY: There were no unusual incidents in the Wing Flying Safety Program, with the exception of a close call by a B-47 bomber during a refueling operation in Operation "Ticket Fence." The Aircraft Commander claims the bomber went into a spin after several disconnects encountered when going through cumulus buildups. ^{101/}

Major Loren R. Herriage was appointed Wing Director of Safety, having been transferred from the Wing Training Section.

TRAINING: Special code examinations have been scheduled for after the first of the year for all B-47 crews. This was done in conjunction with the Wing Ground Training Section. ^{102/}

100. Monthly Historical Reports, RCR: AM-35, prepared by the 307th Bombardment Wing (M) Director of Operations for the months of July, August, September, October, November, and December.

101. Joint Messageform (Secret), HRPFO 06A 7-27. Appendix 23 of the Operations Appendix.

102. Monthly Historical Report, RCR: AM-35, prepared by the 307th Bombardment Wing (M) Director of Operations for the month of December.

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The AN/PRC-27 fixed station radio set for the maintenance expeditor system was installed in November. The installation of a 220 volt power source to the building designed to house communications equipment for the Wing control room was completed in October. This provided for a consolidation of radio equipment, shorter control lines, and antenna lead-ins.

103/ During the month of September, the Wing Plans Section received Eighth Air Force Operations Plan 50-56, which pertained to the 307th Bomb Wing's 50th assignment. 104/ It was a rugged month of October this section spent acquainting personnel with the problems and procedures involved in training crews for readiness on 50th missions. This was true, and made more complicated, because not only did this section teach the crews, but also it was necessary to learn the new procedures and write operations plans of the 10, 40, 44, and 50 series. 105/ Notwithstanding these problems, the Wing accepted its 50th responsibilities on 1 November. November was spent getting changes to the mission. Eighth Air Force directed another change and the Wing implemented the new plan on 1 December. 106/

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- 103. Monthly Historical Report, HCS: AU-35, prepared by the 307th Bombardment Wing Director of Operations for the month of November.
 - 104. Monthly Historical Report, HCS: AU-35, prepared by the 307th Bombardment Wing Director of Operations for the month of October.
 - 105. Monthly Historical Report, HCS: AU-35, prepared by the 307th Bombardment Wing Director of Operations for the month of September.
 - 106. Monthly Historical Report, HCS: AU-35, prepared by the 307th Bombardment Wing Director of Operations for the month of November.
 - 107. Monthly Historical Report, HCS: AU-35, prepared by the 307th Bombardment Wing Director of Operations for the month of December.

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GROUND TRAINING: The SAC SC-24, Block and Associated Ground Training Program became effective in early September, as the Wing picked up the plan in its third phase. This change to the better coordinated and more highly organized type of a ground training program, was about 10% comparative smoothness. Flights were being made to initiate Phase I early in January. ^{100/}

100 training continued to move along smoothly the past six months. This type of training is never completed, but is a continuous cycle of requirements.

Ultrasonic Trainers were utilized eight hours a day by the Wing, when the trainer was up radio. Unfortunately, being inoperative much of the time, the government has no pension or retirement plan for old machines.

The KC-97 Flight Simulator at Lockbourne AFB, Ohio and March AFB, California, were utilized, since this base had no such equipment.

The B-47 Flight Simulator was functional and busy 16 hours a day. The 30th Bomb Wing and the 9th Bomb Wing each used this expensive piece of property (worth over one-half million dollars) eight hours a day.

Other activities of the ground training section included:

C-11 Link Trainer	Physiological Training
C-3 Link Trainer	Communications Procedures
C-14 Gunnery Trainer	B-47-5 ASD
Physical Conditioning	Instrument Ground School
Small Arms Fire	Special Weapons
Intelligence	KC-97 ASD
Survival	Combative Measures

100. Monthly Historical Report, HQ: AU-35, prepared by the 307th Bombardment Wing (H) Director of Operations for the month of December.

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SECRETSECRET 1 - MaintenanceSECRET 1 - Maintenance

The following chart is a partial reflection on the activities of the Chief of Maintenance and his staff during the past six months: ^{1/}

<u>Maintenance Quality Control Inspections</u>	<u>Dec</u>	<u>Nov</u>	<u>Oct</u>	<u>Sept</u>	<u>Aug</u>	<u>July</u>
Post Flight Inspections	18	11	27	18	27	15
Periodic Inspections	5	6	7	7	8	9
Special Inspections	17	22	12	26	33	20
Engine Build-Ups	16	0	0	-	-	-
Engine Changes	15	0	0	-	-	2
<u>Aircraft Paint Standardization Tests</u>						
AC-97 WEF Tests Given	100	00	00	00	76	00
Completed AC-97 (E-47) Training	65	109	--	--	--	--
Post/Av Quality Control Insp	4	7	3	1	0	0
Comm/Av Quality Control Insp	5	7	6	0	3	-
A-5 Syst Quality Control Insp	1	4	-	-	-	-
E-47 WEF Test Completed	--	118	213	-	-	-

Scheduling effectiveness was hampered by the fuel leaks and aircraft on "N" System flight status. The fuel leak "monster" created an impairing chain reaction resultant in calendar post flight inspections overdue, excessive movement of aircraft in and out of hangars, delay of Armament and Electronics functions, and airframe and engine work. The net result

1. Monthly Historical Report, HQS: AU-05, prepared by the 307th Bombardment Wing (H) Director of Material, for the months of July, August, September, October, November, and December.

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was an inordinate expenditure of maintenance capability without the production of the flying hours projected.^{2/}

The B-47A aircraft (55-064) which was damaged on 26 May in a flying safety accident, was determined to be beyond repair by the Air Materiel Command, and released from the 307th Bomb Wing on 3 September.^{3/}

SUPPLY: The Wing conducted inspections of the squadron supply sections prior to the annual inspection of the Eighth Air Force on 12 and 13 October. These measures proved of little value, as many discrepancies and deficiencies were noted by the higher headquarters inspection team, and the Wing, consequently, ended up with an unsatisfactory report in this field. However, the Wing undertook to correct the irregularities and a recent inspection of the Wing's supply units showed that all squadrons had reached at least the "standard" score according to the 3-3 rating system.^{4/}

The Wing percentage of flightworthy kits continued to increase during the past six months. Periodic surveys of this equipment gave the following percentages:^{5/}

	Dec	Oct	Jul
370th Bomb Squadron	90.9	89.9	29.2
371st Bomb Squadron	92.4	90.5	79.9
372nd Bomb Squadron	92.7	89.2	74.9
307th Air Refs Sqd	96.3	97.3	94.2

2. Monthly Historical Report, RGS: AU-35, prepared by the 307th Bombardment Wing (M) Director of Materiel for the month of December.
3. Monthly Historical Report, RGS: AU-35, prepared by the 307th Bombardment Wing (M) Director of Materiel for the month of September.
4. Monthly Historical Report, RGS: AU-35, prepared by the 307th Bombardment Wing Director of Materiel for the month of November.
5. Monthly Historical Report, RGS: AU-35, prepared by the 307th Bombardment Wing (M) Director of Materiel for the months of July, October, and December.

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The following is a list of the percentage of Unit Mission Equipment and Unit Support Equipment possessed by the various squadrons and units of the 307th Bomb Wing:

<u>Organization</u>	<u>ME</u>	<u>USE</u>
307th Headquarters Section	88%	93%
370th Bombardment Squadron	88%	93%
371st Bombardment Squadron	88%	90%
372nd Bombardment Squadron	88%	96%
307th Air Refueling Squadron	96%	82%
307th Armament and Electronics Sqdn	84%	85%
307th Periodic Maintenance Squadron	90%	86%
307th Field Maintenance Squadron	73%	91%
307th Tac Hospital	86%	---

6. Monthly Historical Report, MCS: AU-15, prepared by the 307th Bombardment Wing (M) Director of Material for the month of December.

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MASTER OF THE AIR

Colonel Louis B. Thorpe.....Commander
Colonel Ernest C. Martin.....Deputy Commander
Captain Robert W. Gottlieb.....Adjutant
Colonel Ralph C. Vaughan.....Director of Materiel
Captain Harold M. Steifman.....Director of Personnel
Colonel Robert W. Christy.....Director of Operations
Major Lewis H. Herridge.....Director of Safety
Captain Bruno J. Antonietti.....Comptroller
Lt Colonel Saleigh B. Smith.....Inspector
Major Charles E. Blue, Jr.....Headquarters Squadron
Lt Colonel Everett E. Thurlow.....307th Air Refueling Squadron
Lt Colonel Roy R. Shoemaker.....370th Bombardment Squadron
Lt Colonel Carlos E. Richards.....371st Bombardment Squadron
Lt Colonel A.E. Aeschbacher.....372nd Bombardment Squadron
Major Dale L. Samuelson.....307th Armament and Elect Squadron
Lt Colonel Albert W. Lambert.....307th Field Maintenance Squadron
Major Russell B. Mitchell.....307th Periodic Maintenance Squadron
Lt. Ronald C. Hiedelucke.....307th Tac Hospital

REFERENCES

The primary sources of information for this Historical Report were:

1. RMS
2. Joint Messageforms
3. Letters
4. General Orders
5. Letter Orders
6. Special Orders
7. Operations Orders
8. Monthly Training Reports
9. General Briefing Notes
10. Mission Critique Reports
11. Flash Reports
12. Personal Interviews
13. Unit Monthly Historical Reports

The Historian would like to thank the staff of the 307th Director of Operations, especially Lieutenant Colonel Wilmet M. T. Barton, for their complete cooperation and support in making the Operations Chapter of this Historical Report complete.

APPENDIX

<u>Number of Appendix</u>	<u>Subject</u>
1	General Orders Number 43, Headquarters Strategic Air Command, dated 16 June 1955
2	Letter Orders Number 452, Headquarters 818th Air Division, dated 1 July 1955
3	General Orders Number 9, Headquarters 818th Air Division, dated 17 July 1955
4	Letter Orders Number 473, Headquarters 818th Air Division, dated 12 July 1955
5	Letter Orders Number 553, Headquarters 818th Air Division, dated 15 August 1955
6	Letter Orders Number 559, Headquarters 818th Air Division, dated 16 August 1955
7	Letter Orders Number 557, Headquarters 818th Air Division, dated 16 August 1955
8	General Orders Number 11, Headquarters 307th Bombardment Wing (H), dated 17 August 1955
9	Letter Orders Number 569, Headquarters 818th Air Division, dated 22 August 1955
10	Letter Orders Number 665, Headquarters 818th Air Division, dated 5 October 1955
11	Letter Orders Number 680, Headquarters 818th Air Division, dated 26 August 1955
12	Letter Orders Number 701, Headquarters 818th Air Division, dated 22 October 1955
13	Letter Orders Number 731, Headquarters 818th Air Division, dated 2 November 1955
14	Letter Orders Number 741, Headquarters 818th Air Division, dated 4 November 1955
15	Letter Orders Number 830, Headquarters 818th Air Division, dated 12 December 1955
16	Letter Orders Number 832, Headquarters 818th Air Division, dated 13 December 1955
17	Pictorial Exhibit. Colonel Louis C. Thorup
18	Pictorial Exhibit. Colonel Ernest C. Hardin

HEADQUARTERS STRATEGIC AIR COMMAND
Offutt Air Force Base
Omaha, Nebraska

GENERAL ORDERS)
NUMBER 45)

16 June 1955

ORGANIZATION OF STRATEGIC AIR COMMAND..... SECTION I
INTERCOMAND TRANSFER OF JURISDICTION OF STRATEGIC AIR COMMAND... II

I. REORGANIZATION OF STRATEGIC AIR COMMAND. 1. Announcement is made that effective 1 July 1955, the following units are relieved from present assignment and assigned to the Strategic Air Command numbered air forces indicated, without change in strength or station:

Unit	Present Assignment	New Assignment
818th AIR DIVISION	Fifteenth Air Force	Eighth Air Force

2. Authority: Air Force Regulation 20-27.

II. INTERCOMAND TRANSFER OF JURISDICTION OF STRATEGIC AIR COMMAND AIR FORCE BASES. 1. Announcement is made that the control accountability jurisdiction of Lincoln Air Force Base, Nebraska; Smoky Hill Air Force Base, Kansas; and Forbes Air Force Base, Kansas, are transferred from the Fifteenth Air Force to the Eighth Air Force effective 1 July 1955.

BY ORDER OF THE COMMANDER IN CHIEF:

OFFICIAL:

CLAREN P. HILL
Colonel, USAF
Adjutant

R. L. BENTON
Brigadier General, USAF
Chief of Staff

I CERTIFIED TRUE EXTRACT:

Marshall B. Fuchner
MARSHALL B. FUCHNER
2nd LT, USAF

Marshall Skul

0438

HEADQUARTERS
818TH AIR DIVISION (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDERS)
NUMBER 9)

17 July 1955

ASSUMPTION OF COMMAND--Under the provisions of Air Force Regulation 35-54, the undersigned hereby assumes command of the 818TH AIR DIVISION, Lincoln Air Force Base, Lincoln, Nebraska, during the temporary absence of COLONEL CLAUDE E PUTNAM, 1593A.

Louis G Thorup
LOUIS G THORUP
Colonel, USAF

DISTRIBUTION:
"B"

0439

HEADQUARTERS
 100th Air Force (HAF)
 Lincoln Air Force Base
 Lincoln, Nebraska

Letter Orders Number 473

12 July 1955

SUBJECT: Temporary Duty Travel

TO: Personnel Concerned

3. OCL (03664) TO AF 100th AF, 30th AF, this
 OCL, on or after 20 JUL 55 at this OCL is 27000 AF 100th AF, on
 AF for 11 days for the purpose of attending Air Weapons Orientation Class
 AGS3, Class 5-15 (4-15) 100th AF, this OCL. This is a class of
 100th AF w/AF 100th AF 1150 AF 23 JUL 55 & AF 0700 HRS 25 JUL 55, to 1150
 1119, for class starting 25 JUL 55. He is cleared for access to Class
 up to 100th AF 100th AF for this AF of 100th AF. Duration of Class: 3 days. 100th
 AF 100th AF 100th AF, while attending this OCL. 100th AF 100th AF
 100th AF 5763400 065-2222 PAA3-02-02 061-000. AF 100th AF, 100th AF
 5253, 100th AF 100th AF, 31 May 55.

BY ORDER OF THE COMMANDER:

100th AF 100th AF
 100th AF 100th AF
 100th AF 100th AF

100th AF 100th AF
 100th AF 100th AF

100th AF 100th AF

A COPIED COPY OF THIS:

Marshall B. Hunt
 2nd Lt, USAF

HEADQUARTERS
8130 AIR DISTRICT (HAF)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Orders Number 553

15 August 1955

SUBJECT: Temporary Duty Travel

TO: Personnel Concerned

2. LTJL PAUL V. HENRY, JR., 43413431, M, 307th TFW, this STA
on or after 17 AUG 55, for this STA to AF, 3rd AF, Maxwell AFB, ALA
on TWT for AFM 5 days for the purpose of attending Air Conference, (AFM)
a UCM, proper CRN, this STA. OFF is cleared for access to C-130 AT up
to a UCM. CRN for this STA of TWT. All TWT AF when AFM. TWT 5763400
DET-1000 5458-32 325-605. AUTH: AFM 35-32, SAC 5763-14.

4. COL (OC160) RALPH S. HANCOCK, 4113483, M, 307th TFW, this STA
on or after 21 AUG 55, for this STA to 3535th TFW, 3rd AF, Maxwell AFB, ALA
on TWT for AFM 15 days for the purpose of attending COLS Under Bomb
Familiarization Course, Class 55-34, (AFM) a UCM, proper CRN, this STA.
OFF w/AFM 1700 HRS 21 AUG 55 for class starting 29 AUG 55. This
is a CRN of 1 STR. OFF is cleared for access to C-130 AT up to a UCM
for this STA of TWT. All TWT AF when AFM. TWT 5763400 OSI-
4600 5443-32-03 322-606. AUTH: AFM 35-32, SAC 5763-3.

BY ORDER OF THE COMMANDER:

F. J. WILKINSON
CMDR, USAF
AFM 307

DISTRIBUTION:
"D"

A CERTIFIED TRUE EXTRACT:

Marshall Stuck
MARSHALL S. HANCOCK
2ND LT, USAF

HEADQUARTERS
18th Air Division (HAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Orders Number 559

18 August 1955

SUBJECT: Temporary Duty Travel

TO: Personnel Concerned

3. SGT ROBERT W. STINE, 4056324, E, 307th TROOP, this STA, on or about 12 AUG 55, on this STA to Westover AFB, MASS, TAFB, on TDY for 4-5 days for the purpose of attending the 1st Adjutant Conference, (DAW) & 100th, proper OAS, this STA. OFF is cleared for access to CLASS up to & 100th 100th for this PD of 100. All 100th when 100th. IN 5763400 067-0700 PA58-02 325-605. AUTH: APP 33-3, SAC 100 3-19 & 84V 37 & 4031, 12 AUG 55.

BY ON 100th 100th 100th:

T. J. MICHIGAN
COL, USAF
ASST ADJ

REMARKS:
" "

A CERTIFIED TRUE EXTRACT:

Marshall B. Knob
100th 100th
2nd Lt, USAF

Marshall Street

0443

HEADQUARTERS
307TH BOMBARDMENT WING MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

GENERAL ORDERS)
NUMBER 11)

17 August 1955

1. Under provisions of Air Force Regulation 24-1, as amended the undersigned hereby assumes command of the 307th Bombardment Wing, Medium, this station, during the temporary absence of COLONEL LOUIS G THORUP, 13934.

DISTRIBUTION: 'A'

Ernest C Hardin Jr
ERNEST C HARDIN JR
Colonel, USAF
Commander

#8

0444

WILLIAMSON
S1874 AF 15761-6 (PAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Orders Number 569

22 August 1955

SUBJECT: Temporary Duty Travel

TO : Personnel Concerned

2. ON 1 AUGUST 1955, 15761-6, AF 30744-6-1, this STA, at or on or
not 24 HRS in this STA to March 4th, 1956, on TUE for 48 HRS & days for the
purpose of attending 1955 training competition, (AFM) - 1955, proper STA,
this STA. CVF is cleared for orders to this STA up to 6.1 on TUE for
this STA of 1955. AF 30744-6-1, AF 30744-6-1, AF 30744-6-1, AF 30744-6-1
1-25-605. AF 30744-6-1, AF 30744-6-1, AF 30744-6-1, AF 30744-6-1.

AF 30744-6-1, AF 30744-6-1, AF 30744-6-1, AF 30744-6-1.

7. 15761-6
ON, 15761-6
AF 30744-6-1

AF 30744-6-1
AF 30744-6-1

AF 30744-6-1, AF 30744-6-1, AF 30744-6-1, AF 30744-6-1.

Marshall K. Kish
20744, 1955

Marshall Kush
2nd Lt. USAF

0 4 4 6

MEMORANDUM FOR
 THE AIR FORCE
 Lincoln Air Force Base
 Lincoln, Nebraska

Letter Orders Number 50

26 August 1955

SUBJECT: Temporary Duty Travel

TO: Personnel Management

1. The following is a copy of the letterhead memorandum (LHM) from the Air Force, dated 26 August 1955, regarding the temporary duty travel of personnel attending a conference on evacuation planning. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM.

2. The following is a copy of the letterhead memorandum (LHM) from the Air Force, dated 26 August 1955, regarding the temporary duty travel of personnel attending a conference on evacuation planning. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM.

3. The following is a copy of the letterhead memorandum (LHM) from the Air Force, dated 26 August 1955, regarding the temporary duty travel of personnel attending a conference on evacuation planning. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM.

4. The following is a copy of the letterhead memorandum (LHM) from the Air Force, dated 26 August 1955, regarding the temporary duty travel of personnel attending a conference on evacuation planning. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM.

5. The following is a copy of the letterhead memorandum (LHM) from the Air Force, dated 26 August 1955, regarding the temporary duty travel of personnel attending a conference on evacuation planning. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM.

6. The following is a copy of the letterhead memorandum (LHM) from the Air Force, dated 26 August 1955, regarding the temporary duty travel of personnel attending a conference on evacuation planning. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM.

7. The following is a copy of the letterhead memorandum (LHM) from the Air Force, dated 26 August 1955, regarding the temporary duty travel of personnel attending a conference on evacuation planning. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM. The LHM is being forwarded to you for your information and for your use in processing the travel orders for the personnel named in the LHM.

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Marshall B. Kusch

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Marshall B. Kurl

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Marshall B. Hunt

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Marshall B. Kuhl

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COLONEL LOUIS G. THORUP...COMMANDER OF THE 307TH BOMBARDMENT WING (MEDIUM).

0453



COLONEL ERNEST C. HARDIN...DEPUTY COMMANDER OF THE 307TH BOMBARDMENT WING (M):

0454

From

SECRET

OPERATIONAL ANNEX

TO THE

307th Bomb Wing (M)

History

1 JULY - 31 DECEMBER

SECRET

PSI Comp No.
15545

RCS: AU-D5

0459

OPERATIONS
APPENDIX

<u>Number</u>	<u>Subject</u>
1	Monthly Programming Report 1-55, for the month of September (CONFIDENTIAL).
2	Jet Air Crew Training Report, RCS: 3-SAC-T-12, for the month of July (CONFIDENTIAL).
3	307th Bombardment Wing (M) Operations Orders 200-55 (SECRET).
4	Monthly Programming Report 1-55, for the month of August (CONFIDENTIAL).
5	Jet Air Crew Training Report, RCS: 3-SAC-T-12, for the month of August (CONFIDENTIAL).
6	307th Bombardment Wing (M) Operations Orders 201-55 (CONFIDENTIAL).
7	Specialized Briefing Notes for Operations Melon Rind Alpha and Bravo (CONFIDENTIAL).
8	Critique of Second Out Alpha and Bravo (SECRET).
9	Flash Reports on Operation Second Out Alpha and Bravo (SECRET).
10	Jet Air Crew Training Report, RCS: 3-SAC-T-12, for the month of September (CONFIDENTIAL).
11	General Briefing for Operation Second Out Coca (CONFIDENTIAL).
12	Eighth Air Force Operations Orders Number 137-55 (CONFIDENTIAL).
13	TWX ODOLA 21633 (CONFIDENTIAL).
14	Joint Messageform 9-899-C (CONFIDENTIAL).
15	Letter from Major Edwin G. Clement to the Commanding General, Eighth Air Force (CONFIDENTIAL).
16	Flash Reports on Operation Melon Rind (CONFIDENTIAL).
17	Briefing notes on Operation Melon Rind (CONFIDENTIAL).
18	Critique on Operation Melon Rind (CONFIDENTIAL).
19	Jet Air Crew Training Report, RCS: 3-SAC-T-12, for the month of October. (CONFIDENTIAL).

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S. 15545

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<u>Number</u>	<u>Subject</u>
20	Jet Air Crew Training Report, RCS: 3-SAC-T-12, for the month of November (CONFIDENTIAL).
21	Jet Air Crew Training Report, RCS: 3-SAC-T-12, for the month of December (CONFIDENTIAL).
A 22	Refueling Air Training Report, RCS: 4-SAC-T-12, for the month of July (CONFIDENTIAL).
23	Refueling Air Training Report, RCS: 4-SAC-T-12, for the month of August (CONFIDENTIAL).
24	Refueling Air Training Report, RCS: 4-SAC-T-12, for the month of September (CONFIDENTIAL).
25	Refueling Air Training Report, RCS: 4-SAC-T-12, for the month of October (CONFIDENTIAL).
26	Refueling Air Training Report, RCS: 4-SAC-T-12, for the month of November (CONFIDENTIAL).
27	Refueling Air Training Report, RCS: 4-SAC-T-12, for the month of December (CONFIDENTIAL).
28	Joint Messageform, ZIPPO 064 T-27 (SECRET).
29	Monthly Programming Plan 1-55, for the month of July (CONFIDENTIAL).
30	307th Bombardment Wing (M) Observer's Bulletin Number 7 (UNCLASSIFIED).
31	Refueling Air Training Report, RCS: 4-SAC-T-12 Supplement for the month of December (CONFIDENTIAL).
32	Jet Air Crew Training Report, RCS: 3-SAC-T-12 Supplement for the month of December (CONFIDENTIAL).

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

12 October 1955

SUBJECT: Programming Plan Report for September 1-55

TO: Commander
Eighth Air Force
Asst: Comptroller
Westover Air Force Base
Massachusetts

1. This is the final monthly report on the conversion of the 307th Bombardment Wing under the 307th Bombardment Wing Programming Plan 1-55.

2. During September this Wing flew 183 B-47 sorties for a total of 1089 hours, and 105 KC-97 sorties for 566 hours. 166 B-47 sorties were expended on training (1048), with 41 hours spent on test and ferry. Principal causes of loss of flying time were K-System maintenance, 126 hours, and fuel cell leakage, 30 hours, on an aircraft sent to the depot.

3. SAC Regulation 50-43 flying training is completed for twenty-four crews. Eight (8) were already combat ready and sixteen (16) additional finished during September. Of these sixteen (16), six (6) were upgraded. The additional ten (10) are being upgraded during the period 1 - 3 October as they finished combative measures training. The remaining nine (9) of the thirty-three (33) original crews will be upgraded during October, November and December.

4. Although crews of this Wing flew 1048 hours, not including test or ferry time, training is still hampered by K, A5 radar, electrical and instrument maintenance problems. The weaknesses in these areas results from the shortage of skilled personnel, as well as from old equipment and attendant supply difficulties. The adverse effect of this maintenance is not readily apparent from hours flown. These items seriously reduce the training effectiveness of each sortie, to the extent that it has been difficult to obtain the quantity of training considered desirable for all assigned crews.

5. Officer personnel status remains essentially unchanged, and is generally satisfactory except as indicated in previous reports.

6. Airmen Personnel status is basically unchanged, although the effects of our OJT Program are beginning to become apparent. For example, in the Armament System Maintenance we have risen from 20.6% to 58.1% effectively manned, with 7 level airmen still critically

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Hq 300TH, 307DOT, Subj: Programing Plan Report for September 1953

short. On the other hand, in the administrative areas we have regressed from 40% to 53%.

A review of the conversion problems encountered by this Wing indicated that they evolve primarily around four (4) factors; a shortage of skilled personnel, a shortage of supplies and money to purchase them; and an awkward phasing in of resources.

a. Basic to all the problems was adversely effected the Wing in its efforts to meet its programmed goals was the lack of maintenance capability. A good portion of this capability was lost to the Wing while still on Okinawa, when the decision was made to restrict the number of married personnel going to Lincoln. This restriction, combined with the choice of base upon resettlement policy, resulted in the loss of many of our top supervisors. The Wing came home with only those selected for the maintenance training package, about 100 airmen, which was only two-thirds of the desired minimum. The Wing has never recovered from this loss of top level supervision, and went through the entire conversion period with critically low effective manning in the 5 and 7 levels. This situation was further aggravated by not receiving any of the hard-core personnel specified in SAC Manual 27-1, most of which are K, A-5 and a maintenance standardization team.

b. The unit affected most by this situation was the A&E Squadron. This squadron operated through the entire conversion period less than 20% effective manning. It was further hampered by inadequate facilities, lack of test and mockup equipment, and excessive radar maintenance on the aircraft received. Another contributing factor was the combination of blue square "K" and unreliable electrical equipment, which contributed to the maintenance difficulties.

c. Training in the A&E Squadron was tremendously handicapped by three deviations in the phasing of the program. The A&E MTD departed Lincoln when it was needed most, just after receipt of our aircraft. Also, the familiarization and indoctrination program quotas were not received until well after our aircraft arrived. This necessitated the sending of personnel TDY to get this training when they were sorely needed at Lincoln to work on the aircraft. Also, critical was the lack of OJT supervisors and training aids, such as mockups.

d. All these factors combined to make radar sorties extremely critical. As 50-43 training progressed and RFS runs became the critical part of the training program, it became necessary to plan all our flying training around radar malfunctions. Sorties had to be concentrated on the 24 crews scheduled to become combat ready, to the detriment of staff crew flying and the crews yet to be upgraded.

e. The A&E Section, and Maintenance in general has been forced to over fly its capabilities since our aircraft arrived, to meet our combat ready crew commitments. Permission has been received to reduce flying for October and November slightly. However, projected personnel losses of trained airmen, if not replaced, will force us to continue to overfly our capability.

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Hq 307BW, 307DOT, Subj: Programming Plan Report for September 1955

f. Difficulty in obtaining needed supplies on time has been a constant problem. This problem has been aggravated by personnel difficulties in the supply area. One particular phase of this problem which compounded difficulties in other areas was the failure to receive needed test equipment. A contributing factor to the supply problem has been the low precedence and priority assigned a converting wing.

g. The shortage of funds during the first six (6) months of our conversion created major problems where, normally, no problem would exist in such items as expendables and handtools.

h. While the program outlined in SAC Manual 27-1 appears to be sound, this Wing was unable to efficiently function under it because of the passing of personnel and equipment, and the lack of a hard-core of experienced people. The conversion would have been accomplished in a more organized and effective manner if the flow of personnel, material and training periods had been available in this Wing, under the timing concept given in SAC Manual 27-1. At the time of receipt of the first aircraft, almost all supervisory maintenance personnel were still attending upgrading school. The maintenance organization should be fully organized and have several weeks to conduct training prior to the start of the flying program. Input of crews also posed a problem. This Wing received its first twenty (20) crews from transition training simultaneously. This was too large a group for the operational capability of the wing at that time, and resulted in a reduced program for some crews in establishing an even flow of flying training. It also accentuated the problems resulting from having only three (3) SAC PIP's assigned to the Wing. The late arrival of maintenance, supervisory and crew personnel precluded an effective familiarization program as outlined in SAC Manual 27-1. Another factor which affected our program was slippage in the aircraft delivery schedule. This was a major contributing factor in our failure to achieve our programmed flying hours, along with K Maintenance trouble, and fuel leaks resulting from old fuel system hardware. During the conversion period we programmed 6552 hours and flew 5322. Of this total 35% was flown in the last two (2) months.

8. The following conclusions are to be drawn from our experience:

a. The program outlined in SAC Manual 27-1 is sound, but should be more closely followed.

b. It is essential that the "hard-core" of experienced personnel outlined be assigned, as a minimum.

c. Persons in the maintenance organization should have completed off-base training programs and be fully organized and functioning, if only on a training basis, at least several weeks prior to the start of flying program. They should have aircraft to work on during this period, without the pressure of meeting a flying schedule.

d. Consideration, as to allowable conversion time, should be given when two (2) Wings convert with the funds and facilities originally intended for one (1).

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Re 3074W, WOTDOT, Subj: Programming Plan Report for September 1955

e. Input of crews should be even and should initially include two crews per squadron who are fully combat ready. The guidance given by each crew would be invaluable. At least two (2) experienced crews per squadron, in addition to instructor personnel, are needed to establish procedures, provide guidance, test flight crews, etc. One of these crews could become a standardization crew, insuring that this program obtains the priority of attention it deserves.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

10 Incls.

1. Crew Training
2. Personnel
3. Materiel
4. Chart, B-47 Flying Time
5. Chart, B-47 Flying Time Completed
6. Chart, B-47 Initial Flight Checks
7. Chart, B-47 Inflight Refuel Checks
8. Chart, Special Weapons Checkouts
9. Chart, B-47 Ground Ing Completed
10. Chart, B-47 Ground Ing Completed

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PROGRAMMING PLAN REPORT FOR SEPTEMBER

SECTION I: Crew Training.

1. During September the following was accomplished:

	<u>SEPTEMBER</u>		<u>CUMULATIVE</u>	
	<u>Program</u>	<u>Accomp</u>	<u>Program</u>	<u>Accomp</u>
B-47 Flying Hours	1254	1089	6552	5322
SAC Reg 51-19 Checkouts	--	--	33	33
AR Checkouts	12	5	33	26
Sp Weapons Checkouts	6	7	30	29
Crews Upgraded to Ready	14	6*	24	14*

*Ten (10) additional crews had completed all except combative measures training. These crews completed this training during 1-3 October, bringing the total to twenty-four (24) crews ready as of 3 October.

2. During September an average aircraft available figure of 38 was achieved for B-47's. Maintenance 60-9 schedule was for 195 sorties for 1170 hours. We flew 183 sorties for 1088.35 hours. Our 66-7 capability was 136 sorties for 815 hours.

3. Primary causes of loss of flying hours and training were K-system maintenance, 126 hours, and fuel cell leaks, 30 hours (aircraft sent to OCAMA).

4. As of 30 September, 73% of a scheduled 73% of SAC Regulation 50-43 training had been completed.

5. In pressing to complete the requisite number of crews by 30 September, the air refueling program has slipped slightly behind. Approximately 24 additional sorties will be needed to complete this program.

6. A bomber stream type mission was flown 15 September, involving six (6) crews. All refuelings were successful. One (1) aircraft had a radar abort, one (1) a malfunction and the remaining four (4) bombed with 100% reliability and a CEA of 2052 feet.

7. A summary of principal problems and recommendations for conversion will include the following:

a. Shortage of tanker and instructor sorties throughout the program.

b. The need for sufficient IP and IVO's to conduct mission planning and critique sessions with the crews they fly. This involves their not flying oftener than every other day.

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Hq 307BW, 307DOT, Subj: Programing Plan Report for September 1955

- c. The need of qualified crews to preform test flights. We were forced to use our limited SAC PIP's for this during the first few months.
- d. The need for two experienced crews per squadron, to aid in instructing maintenance and ground personnel in ground handling, runups and other procedures, without interfering with the crew training program.
- e. Target materials should be available early in the training program to facilitate completion of target study under SAC Regulation 51-19 prior to flying.
- f. An intensive K inflight maintenance program should be conducted. The primary cause of loss of training in our wing was K difficulty. This course should be concrete, realistic and pertain directly to the equipment being used and the malfunctions encountered by the unit.
- g. Basic navigation should be stressed from beginning and definite DR procedures for Wing wide use established. A maximum number of grid and celestial missions should be replotted by instructor personnel.
- h. Ultrasonic Trainers, type T-2, should be available before flying commences, to permit a through indoctrination in crew coordination and procedures.
- i. A firm set of training requirements for checkout and upgrading should be established and these should not be changed during the conversion period.
- j. A definite allowance, a minimum of 25%, should be made in each area of flying training, to provide for malfunctions and aborts. Many sorties will be flown which do not accomplish the requisite training. A very careful program of mission planning and training requirements monitoring is essential.

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CONFIDENTIAL
PROGRAMMING PLAN REPORT FOR SEPTEMBER

SECTION II: Personnel.

I. Overall Wing Evaluation as of 30 September 1955:

1. Airman Manning:

a. As of 30 September 1955, 1369 airmen were assigned to the Wing against an authorization of 1613 airmen. Our assigned strength, taking into consideration our gains and losses, is 84.9%. Of the 1369 airmen assigned, 986 are effective or 61%. While according to 8th AF measurement standard, our effective manning is unsatisfactory, it is significant to note that our effectiveness has slowly increased each month since the activation of the Wing. This is attributed to our OJT Program and subsequent upgrading of our airmen to 5 and 7 level skills.

b. We are anticipating a loss of 126 airmen during the next 90 days in career fields spread across the board, of which 112 are classified at the 5 and 7 skill level. The only known input for the months of October and November 1955 is 10 airmen classified at the apprentice (3 skill level).

c. Specific soft spots presently exist in the following areas:

- (1) Armament Systems Maintenance (32 career field). While our effectiveness has increased from 20.6% to 58.1%, our K-Systems and A-5 Gunlaying Maintenance is still unsatisfactory, as evidenced by our Abort rate. We are authorized 35 K-Systems airmen at the "7" skill level and have nine assigned by utilization AFSC; and an authorization of 12 A-5 Gunlaying Technicians at the "7" skill level and have none assigned. Our OJT Program in this area is progressing slowly due to the lack of supervisory personnel who, of necessity must spread their efforts thinly.
- (2) Photographic Repairmen (402X0). We are authorized 13 airmen in this career field subdivision and have only seven assigned or 53% effective.
- (3) Instrument Repairman (422X0). Of the 31 authorized, only 13 are effective or 41.1%.
- (4) Aircraft Electrical and Autopilot Repairman (423X0). Out of an authorization of 73 airmen, only 30 are effective or 41%. Due to the age and gradual deterioration of the electrical systems of our aircraft, the work orders for electrical specialists average between 30 and 40 per day. In addition to the work load placed upon the limited number of specialists, these men must devote many hours to the Repairable program, because of the Command emphasis placed upon this program by Hq USAF.

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Section II: Personnel (Cont'd)

- (5) Aircraft Maintenance (43 Career Field). We are authorized 601 airmen in this field and have 579 assigned. Of the 579 only 434 or 69.8% are effective. While the upgrading program in this area is proceeding satisfactorily, many of the key positions in the Air Refueling, Periodic Maintenance, Bomb Squadrons and Maintenance Control are being manned by personnel who lack sufficient experience to adequately carry out this critical function. Input is requested as follows:

AFSC	Authorized	Assigned	Projected Loss thru Dec.	Input Requested
43171B	28	19	3	5
43171E	161	97	2	5
43151E	194	163	8	10
43271	14	1	0	4
43251	74	62	15	0

- (6) Production Scheduling (45 Career Field). This Wing is Authorized 3 airmen in this Specialty and has none assigned; consequently the production scheduling and analysis of our Maintenance activities is below the margin. Urgent requirement exists for at least 2 airmen (1-45170; 1-45190) in this Specialty.
- (7) Weapons Mechanic (46290). We are authorized 24 and have eleven assigned or less than 50% and we are anticipating a loss of 4 airmen through December 1955. Personnel in this Specialty are presently working many hours overtime, due to the heavy commitments. We are in dire need of an input of 4 specialists.
- (8) Machine Shop Specialists (531X0). We are authorized 8 and have 5 assigned or 62.5%. Three of the 5 airmen assigned are due for separation through December 1955, which will bring our manning down to 25%. Requirement will exist for 1, 53170 and 1, 53140.
- (9) Parachute Rigger (58150). We are authorized 13 and have 5 assigned or 61%, with a projected loss of one. Urgent requirement presently exists for 2 Riggers.
- (10) Fabric & Leather (58151). We are authorized 10 and have 5 assigned or 50%. Three (3) of the five (5) airmen assigned are due for separation within 90 days. An input of at least 3 specialists is mandatory in order that this function be performed adequately.
- (11) Supply (64 Career Field). We are presently 62% effectively manned, with a known loss of 2 airmen within 90 days. An input of 3, 64153 is urgently required at this time.

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Section II: Personnel (Cont'd)

- (12) Statistical Specialists (68150). We are authorized 2 and have none assigned. These individuals contribute directly to the maintenance effort of this Wing through collection and analysis of aircraft performance. Request immediate input of at least one Specialist.
- (13) Administrative (70 Career Field). Our effective manning is 52.9% and we are anticipating a loss of 5 airmen within 90 days. Due to the low manning, the materiel, operational and Command functions are hampered by lack of administrative support. It is believed that an input of 10, 3 level Clerks will largely alleviate this situation. Although 5 level are desirable, this career field lends itself to expeditious training, due to non-technical nature.
- (14) Personnel (73 Career Field). This area has caused the Wing considerable difficulty and action has recently been taken to institute a Consolidated Unit Personnel Section to counteract for the shortage of qualified personnel. It is requested that consideration be given to assigning 10, 73251's if possible; and if not, then 3 level airmen. We are 50% effectively manned in this Career Field.
- (15) Air Crew Protection (92 Career Field). We are 26% effectively manned in this Career Field, which concerns itself with equipment upon which human lives depend. Urgent requirement exists for at least 2 Specialists at the 7 level and 2, at the 5 level.

2. Officer Manning

As of 30 September 1955, 331 Officers were assigned to the Wing against an authorization of 428. Our body and effective manning are 77.3% and 76.8% respectively. While in general Officer manning of the Wing is satisfactory, there are certain critical soft spot areas, which adversely affect the effective operation of the entire Wing. Urgent requirements exist for the following specialists:

<u>Specialty</u>	<u>AFSC</u>	<u>Requirement</u>
Armament Systems	3234	2
Survival & Training Equipment	1435	4
Flight Test Maintenance Officer	4334	1
Aircraft Maintenance Officer	4344	1
Production Control Officer	4355	1
Supply Officer	6424	2
Personnel Officers	7324	1
Aeronautical Engineer	8616	1

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PROGRAMMING PLAN REPORT FOR SEPTEMBER

SECTION III: Material.

1. The Wing is 85% equipped; however, there are still some critical items outstanding. These have been reported as such and requests for action under 67-3 submitted.
2. The major problems encountered in the supply area during conversion have been money and personnel.
 - a. An extreme shortage of money retarded procurement during the first six (6) months of the conversion program. This created major problems when normally no problem would exist such as shortages of expendable items, 17B hand tools, etc. Test equipment procurement has also been slow. The low precedence and priority of a wing first converting causes delays in procurement. The most difficult problem to overcome has been the shortage of personnel aggravated by the low experience level of those assigned. This wing is still only 60.8% effectively manned with airmen in the 64 career field. Of course schools and pre-planning are the answer to long range recovery. It would be most advantageous to any Wing to have the school program in effect at the earliest possible date.
 - b. With regard to this second outstanding problem, personnel; two (2) factors are paramount - overall shortage and experience level. Schools are being conducted daily on SAC Manual 65-2 and VCL IV, AFM 67-1; however, qualified airmen are so critical that it is impossible to place one in each section. The overall manning in the 64 career field is 62.3% however, the effectiveness does not exceed 60.8%. Twenty-six (26) first three graders are short and one more will be separated in November.
3. The freeze on promotion in the Supply Field indicates overages somewhere in the Air Force. It is recommended that higher headquarters make a vigorous effort to determine where these overages exist and request redistribution of personnel assets.
4. In maintenance areas the same problems that have existed throughout conversion are still, to some degree, serious factors. Enumerated below are some of the more serious of these problems.
 - a. The loss of key maintenance personnel, both officer and NCO, upon the return of the Wing to the ZI.
 - b. Manning restrictions placed on the station relative to the assignment of married persons, resulted in a preponderance of non-skilled inexperienced airmen being assigned.
 - c. The Wing did not receive the "hard core" personnel indicated in SAC Manual 27-1.
 - d. Excessive slippage in the delivery schedule of aircraft by 2nd Bombardment Wing, as compared to the Programming Plan.

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Hq 307EW, 307DOT, Subj: Programming Plan Report for September 1955

- e. Non-implementation by higher headquarters of the previous 27-1 SAC Conversion Plan.
- f. Nonavailability of supplies on the station to support the Wing, including lack of pre-issue and bench stock requirements. Compensation data had to be compiled which caused loss of production capability.
- g. Nonavailability of Statistical Services Specialists and Production Control personnel in the reports and analysis section of Maintenance Control. This situation still plagues this Wing.
- h. Delay in receipt of special equipment and test equipment. Certain of these are not yet received.
- i. Lack of supervisory NCO's in the maintenance career field.
- j. Lack of adequately skilled specialists, i. e., electricians, instrument repairmen, hydraulic repairmen in the Field Maintenance Squadron, and K-System and radar repairmen in the A&E Squadron.
- k. Nonavailability of quotas for B-47 Flight Training Course at Wichita for flight line maintenance officers.
- l. Aircraft delivers before key maintenance personnel had return from school and before sections were fully organized.
- m. Condition of unmodified aircraft received required excessive radar and fuel cell maintenance.

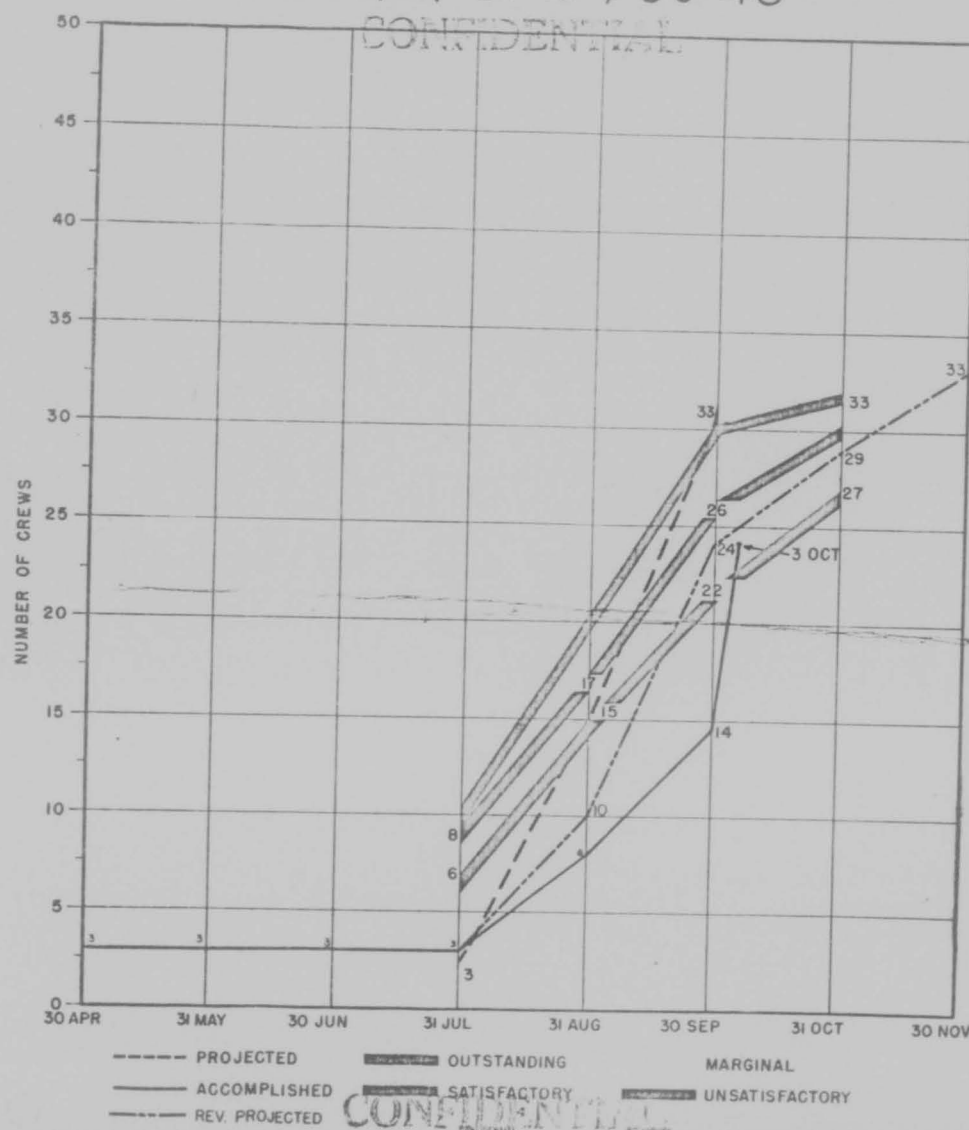
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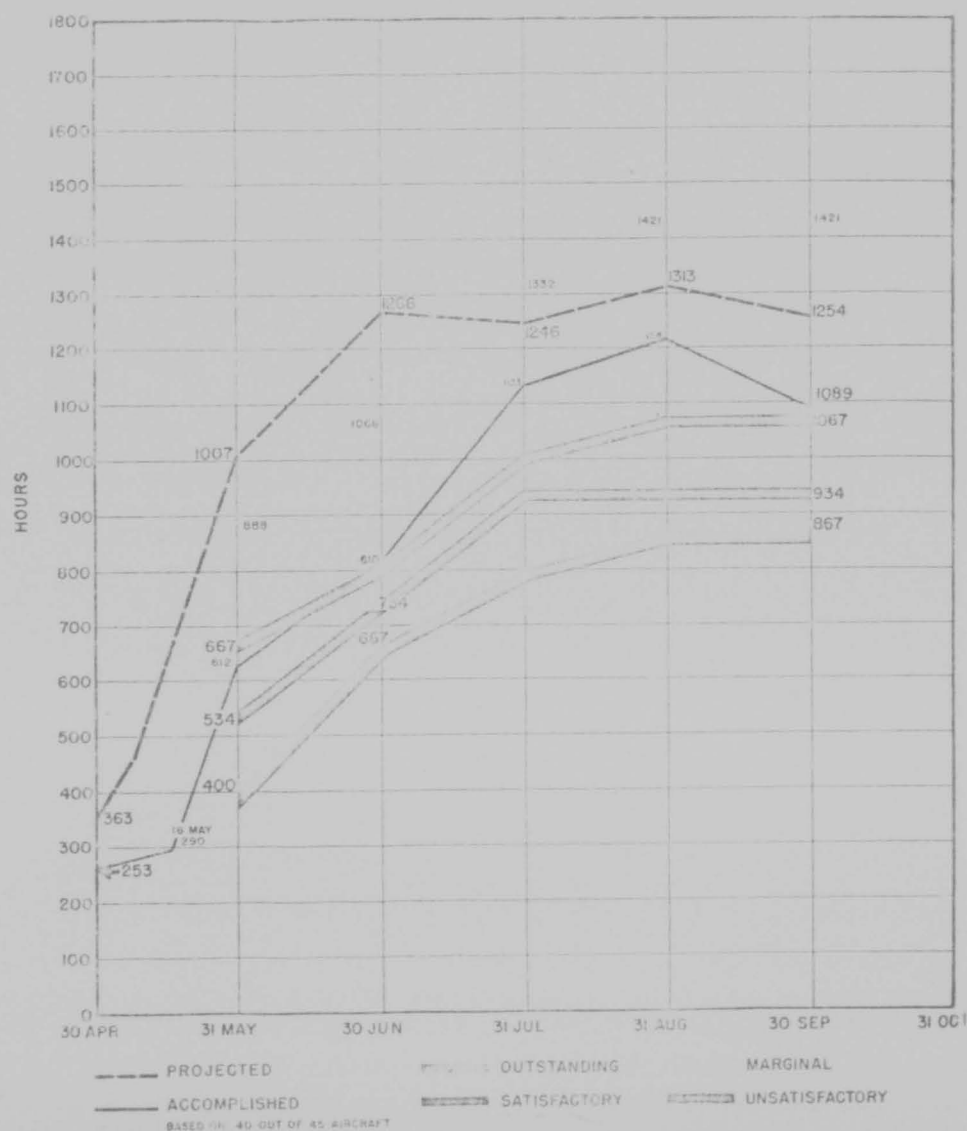
B-47 Combat Readiness

SAC REG 51-19 & 50-43

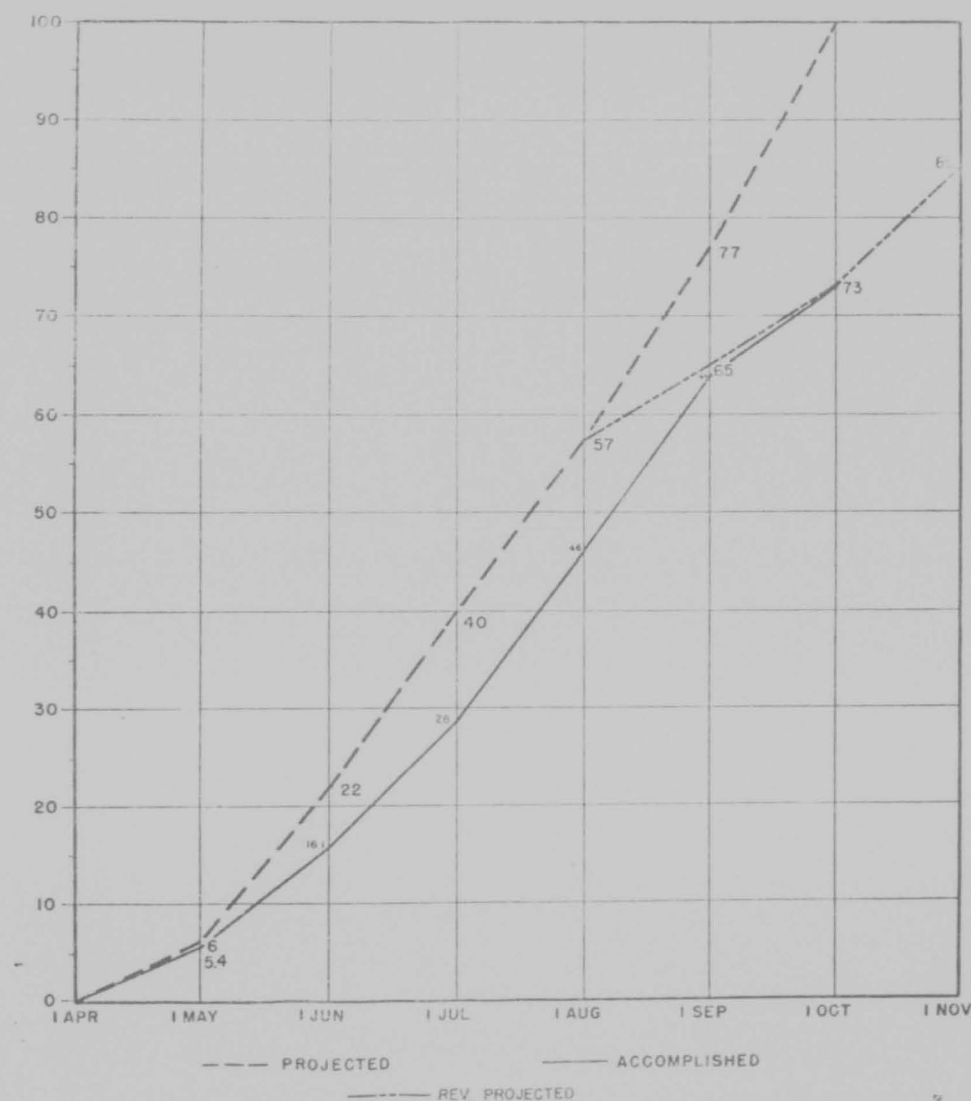


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B-47 Flying Hours

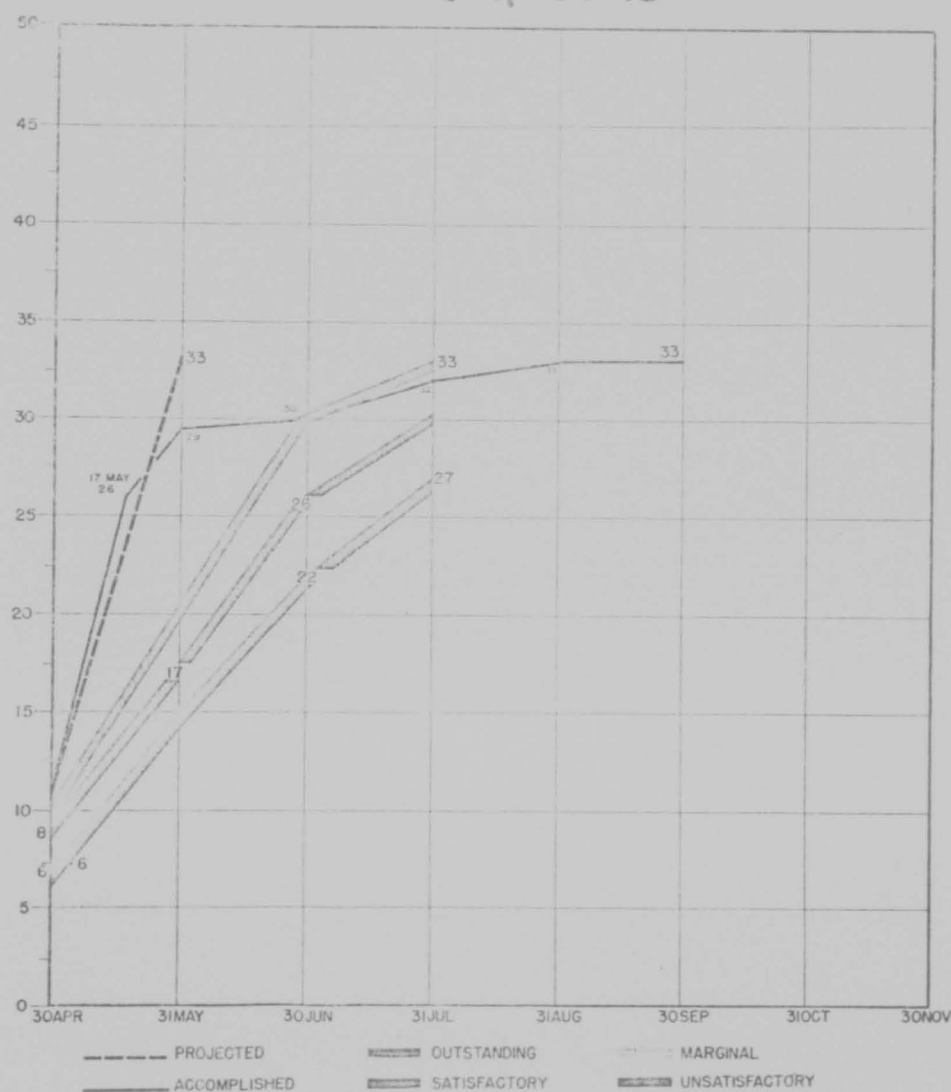


Flying Training ~ % Completed
SAC REG 50-43



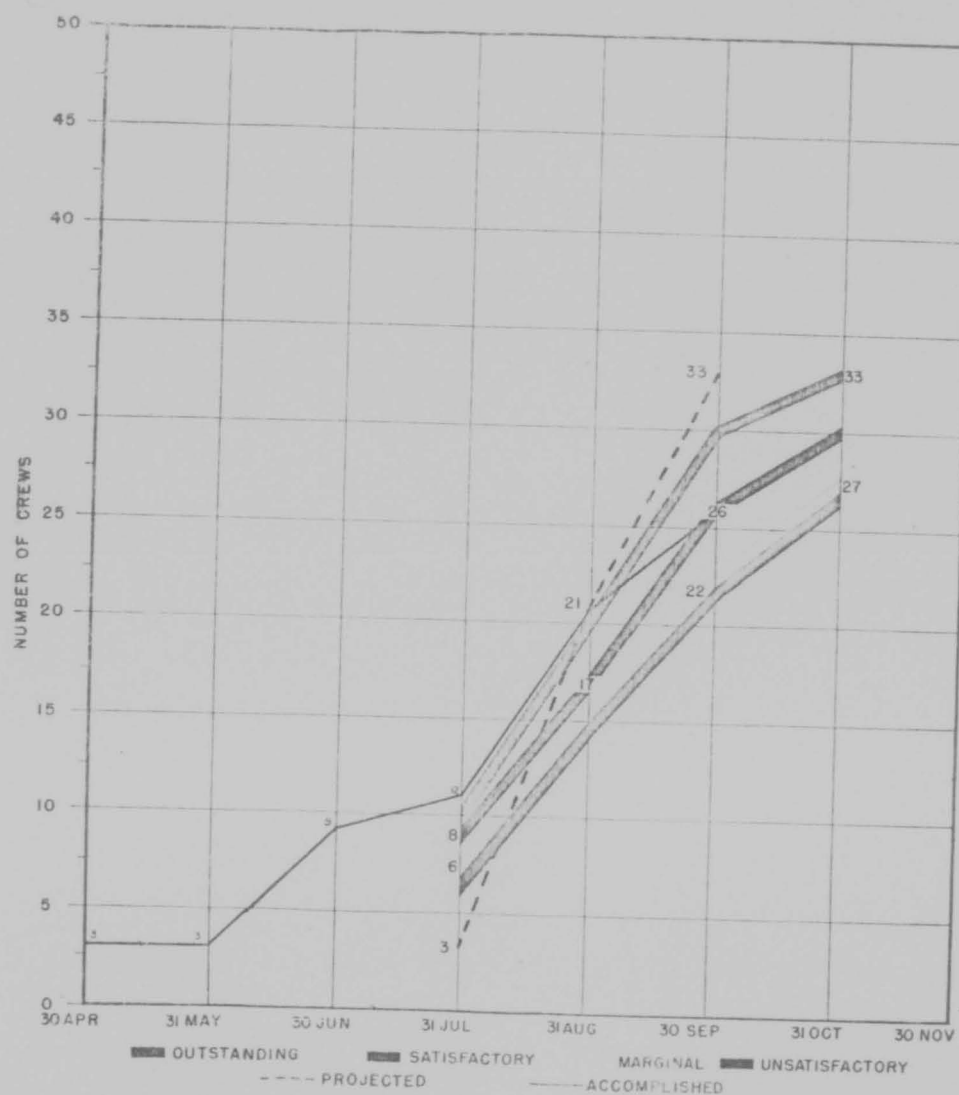
0475

B-47 Initial Field Check SAC REG 51-19



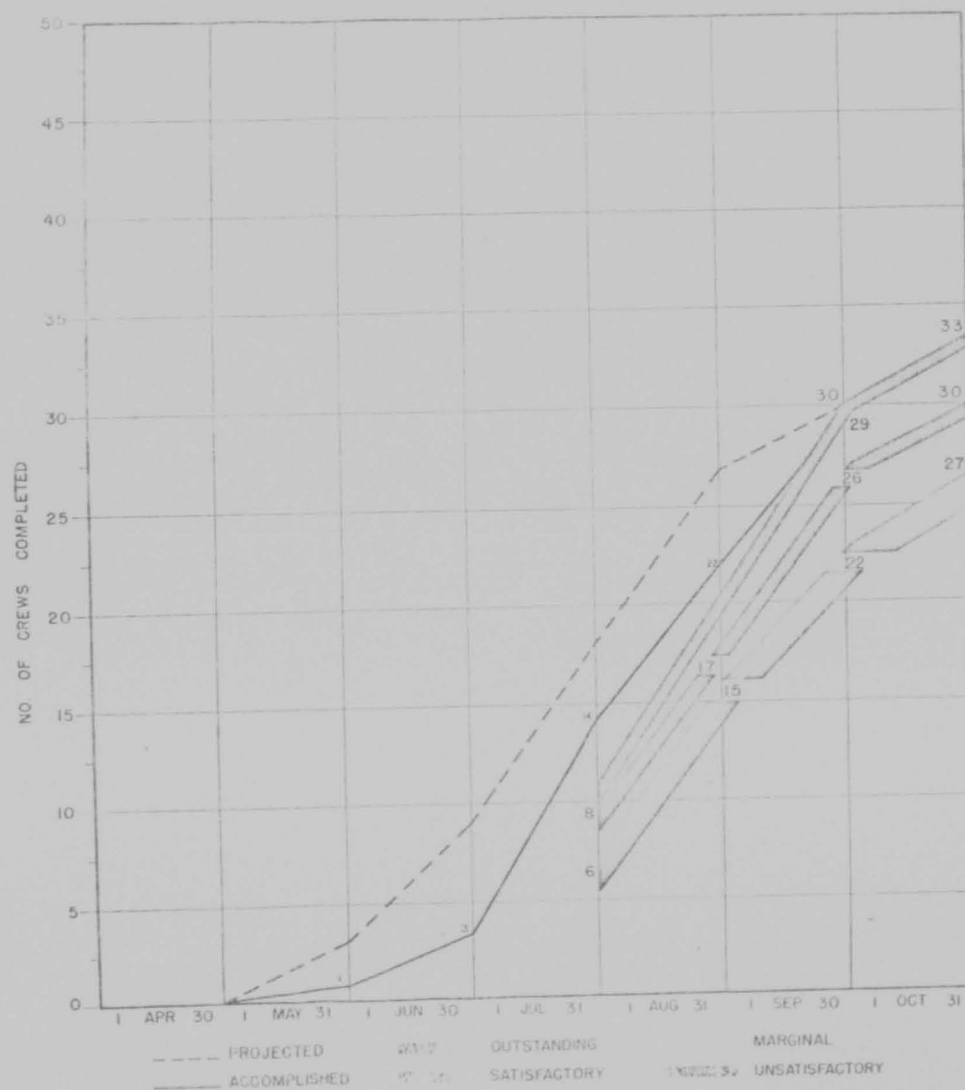
0476

In-Flight Refueling Checkout



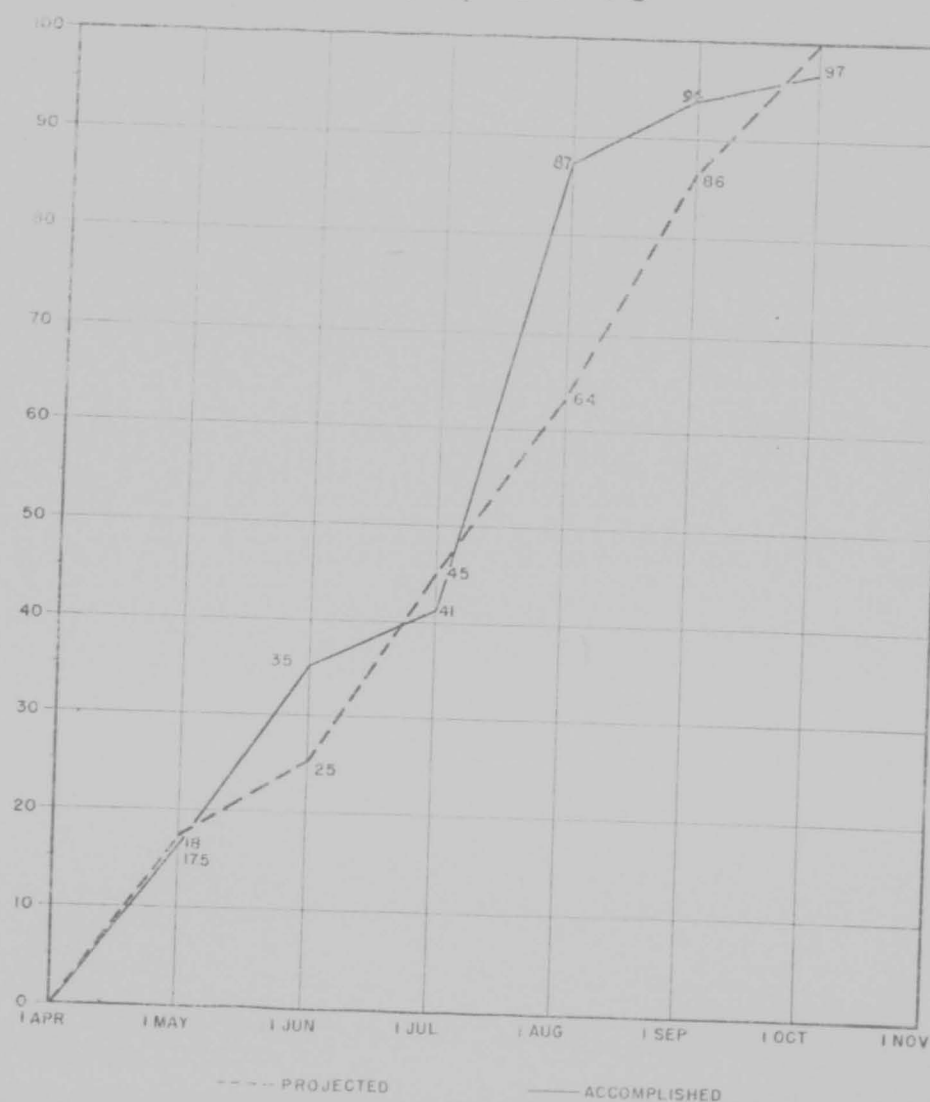
0477

Special Weapons Checkouts



0478

Ground Training - % Completed SAC REG 50-43



0479

370th, 371st, 372nd Bomb Sqdns, 307th Bomb Wing (M), 1 - 31 July 1955

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

3 August 1955

SUBJECT: Wing Commander's Remarks (RCS: 3-SAC-T12)

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

PART V: AIR TRAINING REPORT FOR MONTH OF JULY 1955

- a. Hours flown performing missions directed by higher headquarters:
 - (1) Ferrying aircraft: 15:30
- b. Weather or local conditions: None.
- c. Restrictive Directives:
 - (1) TO 1B-47-605, 20 Sept 54, Drag Angle Modification; 16 sorties or 96 hours lost.
- d. Combat crew member gains and losses:
 - (1) Crew members gained:
 - (a) 3 aircraft commanders
 - (b) 3 co-pilots
 - (c) 3 observers
 - (2) Crew members lost:
 - (a) 1 co-pilot: PCS to ACD School
 - (b) 1 observer: suspended from flying
- e. Crew Member changes:
 - (1) 2 co-pilots
 - (2) 4 observers

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0480

370th, 371st, 372nd Bomb Sqdns, 307th Bomb Wing (H), 1 - 31 July 1955

f. New crews. Three (3) non-ready crews formed during the month:

- (1) IN-12 15 July 1955
- (2) IN-41 15 July 1955
- (3) IN-72 15 July 1955

g. Crew status changes:

- (1) IN09 to N09 6 July completed SAC Reg 51-19 checkout
- (2) IN38 to N38 13 July completed SAC Reg 51-19 checkout
- (3) IN71 to N71 15 July completed SAC Reg 51-19 checkout

h. Standardization crews:

- (1) R30 Wing Standardization Crew
- (2) R01 370BomRon Standardization Crew
- (3) N34 371BomRon Standardization Crew - not qualified in accordance with SAC Reg 60-7, performing administratively only.
- (4) R60 372BomRon Standardization Crew

i. Additional Materiel and personnel shortages:

- (1) Maintenance activity is hampered by personnel shortages in the following career fields:
 - (a) 32 (Armament Systems Maintenance) 17% effectively manned
 - (b) 40 (Intricate Equipment) 50% effectively manned
 - (c) 42 (Aircraft Accessories) 48% effectively manned
 - (d) 45 (Production Control) 17% effectively manned

These shortages directly affect training accomplishments; for example, 84 RBS runs were lost, of a scheduled 307, primarily due to radar difficulty.

- (2) Drag angle modification resulted in the loss of approximately 16 sorties for 96 hours. It is anticipated that this will result in the average daily loss of two aircraft until all are modified. At the present, eleven (11) aircraft remain to be modified.

370th, 371st, 372nd Bomb Sqdns, 307th Bomb Wing (H), 1 - 31 July 1955

- (3) No qualified Survival Training and Equipment Officers are assigned. Crew members are presently performing these duties within the squadrons.

j. SAC Minimum Training Requirements Not Completed.

Flying hours were expended primarily as follows:

- | | |
|-------------------------------------|--------------|
| (1) SAC Reg 51-19 checkouts | 77:25 hours |
| (2) SAC Reg 50-43 crew training | 982:00 hours |
| (3) Operational ready crew training | 27:45 hours |
| (4) Ferry and Test | 46:10 hours |

k. Non-combat ready crews capable of deploying: Not applicable.

l. Non-combat ready crew training: Not applicable.

m. Rescinded.

n. Field Training Operations: Not applicable.

o. Special Training Month Remarks: Not applicable.

p. Comments or recommendations of the Wing Commander:

- (1) The shortage of tanker support sorties continues to retard the refueling training program. During the latter part of July some assistance was obtained through the presence at Lincoln Air Force Base of a detachment of the 71st Air Refueling Squadron; however, the effectiveness of this assistance was limited by the necessity of providing 100 hook-ups a day for checking out student boom operators, and the fact that only qualified receiver pilots could be used for this purpose. To achieve maximum benefit from such a situation, it would be desirable to permit a student receiver pilot to work against a student operator when a qualified SAC PIP is in the rear seat of the receiver and an instructor boom operator is directly supervising the student in the tanker.
- (2) During July the 307th Air Refueling Squadron was called upon to provide 64 sorties for higher headquarters commitments. Had those sorties been available to this Wing, approximately twelve (12) additional B-47 crews could have been checked out. It is recommended that whenever possible, units in the process of conversion be allowed full utilization of their associated refueling squadron.

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370th, 371st, 372nd Bomb Sqdns, 307th Bomb Wing (M), 1 - 31 July 1955

- (3) The additional checkout requirements, imposed by the new SAC Regulation 51-19 which becomes effective 1 September, will cause regression of all crews from N to IN status. Of these crews, four (4) will have completed all requirements except combative measures training. It is recommended that the requirements of combative measures and advanced survival be temporarily waived to allow crews to continue the present Flying Training Plan, which programs 24 crews to be combat ready 30 September.

q. Additional Information:

(1) Checkouts completed:

Crew No.	Date Checks Completed			Final Stand
	SAC Reg 51-19	AR	Sp Wons	
01	Crew assigned combat ready			
02	3 May	1 July	7 July	
03	2 May	21 Jun		
04	16 May	21 Jul	10 May	
05	10 May			
06	25 Apr		10 Jun	
07	18 May			
08	3 May			
09	6 Jul			
10	6 Jun			
IN11	X		15 Jul	
IN12	X			
30	Crew assigned combat ready			
31	28 Apr	17 Jun		
32	16 May		12 Jul	
33	3 May	23 Jun	22 Jul	
34	25 Apr	24 Jun	14 Jul	
35	2 May		29 Jul	
36	12 May			
37	10 May			
38	13 Jul		17 Jun	
39	26 May			
40	11 May		17 Jun	
41	X			
R60	Crew assigned combat ready			
N61	9 May	16 Jun		
N62	4 May	28 Jun		
N64	29 Apr		28 Jun	
N65	29 Apr	20 Jun		
N66	13 May		22 Jun	
N67	29 Apr			
N68	25 May			
N69	5 May		6 Jul	
N70	24 May		22 Jul	
N71	15 Jul			
IN72	X			

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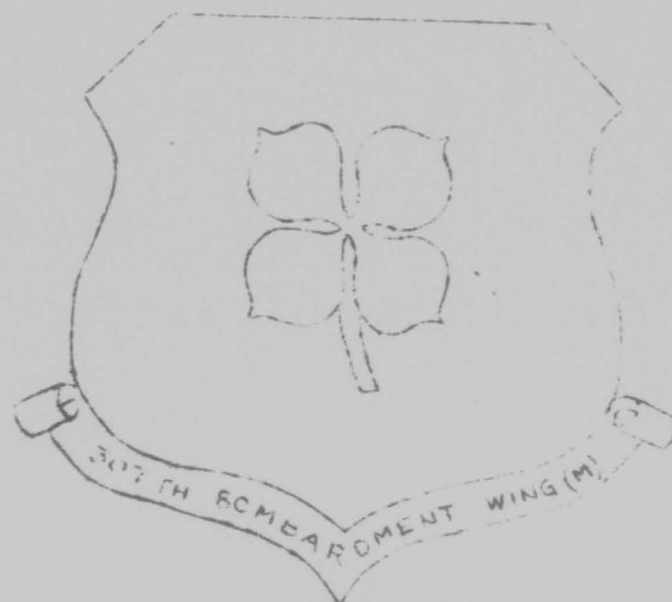
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370th, 371st, 372nd Bomb Sqdns, 307th Bomb Wing (M), 1 - 31 July 1955

- (2) Record grid Navigation Logs completed and CEA: None.
- (3) Record day celestial logs completed and CEA: None.
- (4) Restricted refuelings: None reported.

Louis G Thorup
LOUIS G THORUP
Colonel, USAF
Commander

CONFIDENTIAL

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OPERATION
FIRST OUT



OPERATIONS ORDER 200-55
LINCOLN AFB, NEB

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ATTACHMENT 3³

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CLASSIFICATION: Secret
 AUTHORITY: COL 307
 DATE: 20 July 1955
 NAME: _____

HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
 Lincoln Air Force Base, Nebraska
 20 July 1955

OPERATIONS ORDER } - Code Name "First Out"(Unclassified)
 NUMBER 200-55 }

CHART OR MAP REFERENCES:

TASK ORGANIZATIONS:

307th Headquarters Squadron	Major Charles E. Elus Jr.
370th Bombardment Squadron	Lt. Colonel Madison M. McBrayer
371st Bombardment Squadron	Lt. Colonel Delos E. Richard
372nd Bombardment Squadron	Lt. Colonel Arthur E. Aenechbacher
307th Air Refueling Squadron	Lt. Colonel Everett B. Thurlow
307th Armament and Electronics Sq.	Major Dale L. Samuelson
307th Periodic Maintenance Squadron	Major Russell R. Mitchell
307th Field Maintenance Squadron	Lt. Colonel Albert W. Lambert
818th Air Base Group	Colonel William G. Gillespie

1. GENERAL SITUATION: A requirement exists to conduct a training mission in preparation for a graduation exercise by the 307th Bombardment Wing.
 - a. Intelligence: See Annex "A"
 - b. Friendly Forces: Not Applicable
2. MISSION: To conduct a training mission in preparation for a graduation exercise by the 307th Bombardment Wing. This unit will fly a profile mission, Lincoln to Lincoln over the ZI with air refueling.

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3. TASKS FOR SUBORDINATE UNITS:

a. 370th, 371st, and 372nd Bomb Squadrons:

- (1) Each will provide three (3) B-47 aircraft to fly the mission outlined in Annex "B".

b. 307th Air Refueling Squadron will:

- (1) Provide nine (9) KC-97 tankers for air refueling as outlined in Annex "B".
- (2) Provide one (1) KC-97 tanker for weather reconnaissance as outlined in Annex "B", Appendix 3.

c. 818th Air Base Group will:

- (1) Provide support necessary for successful completion of mission.

d. 307th ABE, 307th F.M. & 307th F.M. Squadrons will:

- (1) Provide support necessary for successful completion of the mission.

e. Headquarters Squadron will:

- (1) Brief all crews and provide necessary portions of this plan to applicable crew members.
- (2) Provide de-briefing and reporting teams for submission of required reports.

3X GENERAL INSTRUCTIONS:

- (1) E-day commences 0001Z, 27 July 1955.
- (2) General briefing for all crews will be held at 1600Z on 26 July 1955 in the 307th Air Refueling Squadron Briefing Room.
- (3) Specialized briefing for all crews will be held immediately after general briefing.

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20 July 55
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- (4) Pre-takeoff briefings to be announced at a later date.
(Minimum 2 hours prior to T.O.)
- (5) Critique will be held at 1700Z on 30 July 1955 in 307th Air Refueling Squadron Briefing Room.
- (6) Contents of the order remain classified, however, routes, aircraft movements and messages pertaining thereto may be treated as UNCLASSIFIED for clearance purposes and other necessary coordination with ARTCC's etc.
- (7) Emergency recall word is BEN'S POLLY.
- (8) Existing SAC Manuals, Regulations and the other directives apply, as supplemented herein.
- (9) Security: See Annex "D".
- (10) Flying safety will take precedence over all other objectives.
- (11) Copies of this order not required for record purposes may be destroyed thirty (30) days after completion of the operation in accordance with applicable directives.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

- a. Forms will be prepared in accordance with existing SOP's.
- b. Reports will be submitted in accordance with instructions in Annex "A", Appendix I.

5. COMMAND AND COMMUNICATIONS MATTERS:

- a. Command:
 - (1) Normal
- b. Communications:

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(1) Greenwich Civil Time will be used.

(2) See Annex "C"

c. ECM

(1) Not Applicable.

ANNEXES:

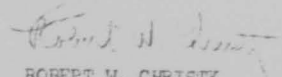
A - Intelligence
B - Operations
C - Communications
D - Security

LOUIS G. THORUP
Colonel, USAF
Commander

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370th Bn Sq, 5 cys
371st Bn Sq, 5 cys
372nd Bn Sq, 5 cys
307th AREFS, 11 cys
307th A&E Sq, 1 cy
307th FM Sq, 1 cy
307th FM Sq, 1 cy
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307th DOT, 1 cy
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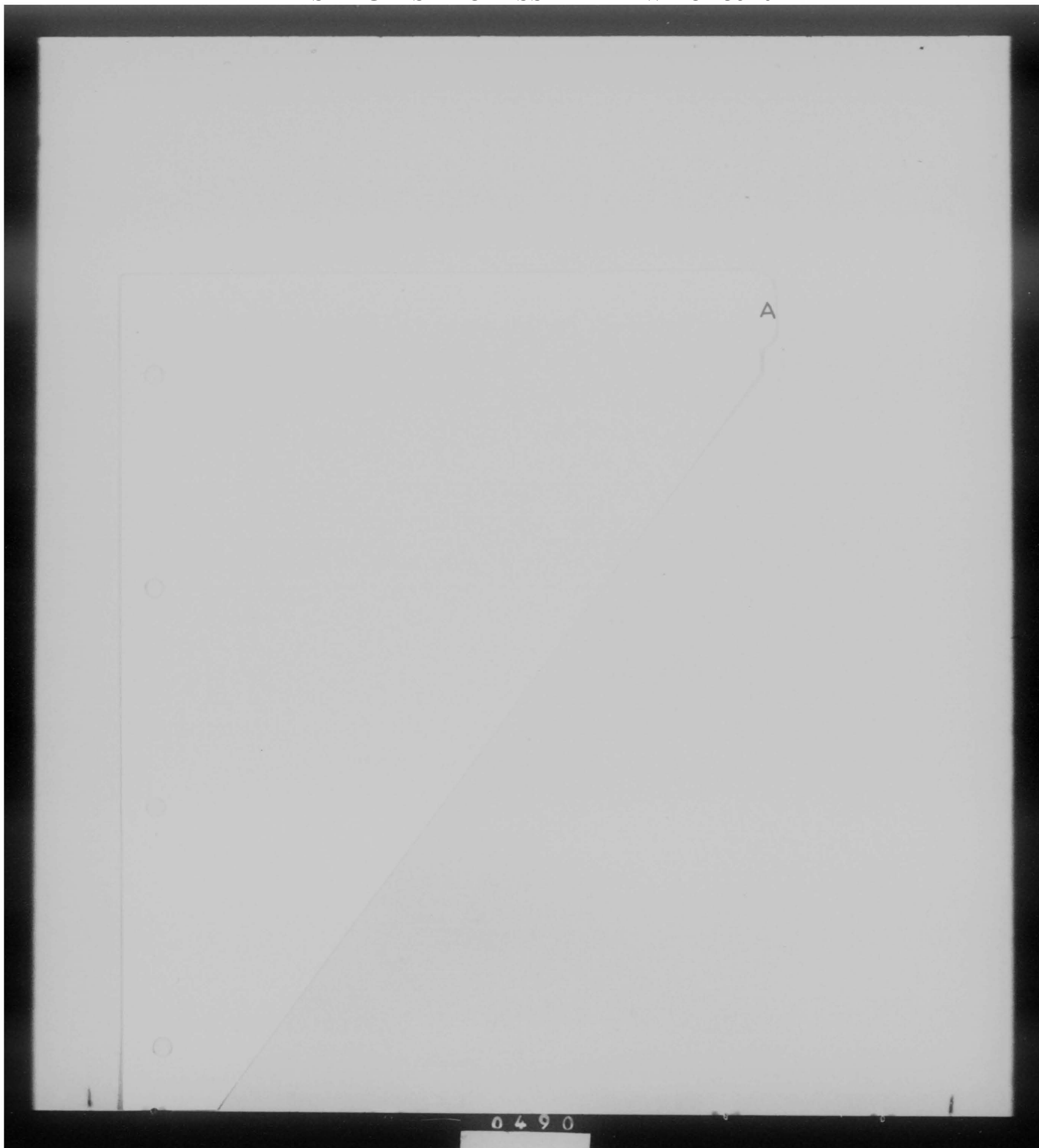

ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

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HEADQUARTERS 307TH BOMBARDMENT WING
Lincoln Air Force Base, Nebraska
20 July 1955

ANNEX A

TO

OPERATIONS ORDER 200-55

INTELLIGENCE

Annex A to
307BW Ops Order 200-55
20 July 55
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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

ANNEX A

TO

OPERATIONS ORDER 200-55

INTELLIGENCE

MAPS: JN 29, 44, 45 (Scale: 1:2,000,000)

1. INTELLIGENCE SUMMARY:

a. General:

- (1) For this operation enemy territory will be the area bounded by a line between 42°N 86°W, 36°N 106°W, 30°N 106°W and 30°N 86°W.
- (2) This area is defended by the Red Air Defense Command with headquarters located in the Albuquerque (3504N - 10635W) area.
- (3) The enemy forces possess a well integrated radar warning fighter interceptor team. Radar installations have a dual EW-GCI capability. Fighter interceptors of the F-86D type have an all-weather capability.
- (4) From captured enemy documents, Intelligence sources reveal that the enemy is fully aware of the capabilities and limitations of the B-47 Medium Bomber.

b. ENEMY ORDER OF BATTLE:

(1) Fighters:

<u>BASE</u>	<u>LOCATION</u>	<u>UNIT</u>	<u>NO. ACFT</u>	<u>TYPE ACFT</u>
Kirtland AFB	Albuquerque, N.M.	93 FS	15	F-86D
McGhee Tyson	Knoxville, Tenn.	460 FS	22	F-86D
McGhee Tyson	Knoxville, Tenn.	469 FS	22	F-86D
Scott AFB	E. St Louis, Ill	35 FS	21	F-86D
Grandview	Kansas City, Mo.	326 FS	26	F-86D

Annex A
307th Bomb Wing Ops Order 200-55
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(2) Radar (EW/GCI)

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<u>LOCATION</u>	<u>COORDINATES</u>	<u>EQUIPMENT</u>
Albuquerque, N.M.	3504N-10635W	FPS-5
St Louis, Mo.	3840N-9020W	FPS-3
Kansas City, Mo.	3906N-9435W	FPS-4

c. CAPABILITIES OF ENEMY FORCES:

- (1) Offensive - Not Applicable
- (2) The Red Military Command has a total of three (3) known EW/GCI radar stations operating in enemy territory, along or adjacent to the route to be employed against attacking bombers.
- (3) Each GCI site can control a total of four (4) fighter flights against hostile tracks under any conditions.
- (4) The Red Military Command Defence Forces can be expected to make an aggressive effort to halt our penetration in the Albuquerque, St Louis and Kansas City areas.

- (5) The operating characteristics of the F-86D is as follows:

COMBAT RADIUS	SPEED (KNOTS) AT 40,000 FT.	TIME TO CLIMB TO 40,000 FT.	HOURS ENDURANCE
332	540	5.5 minutes	.78

- (6) Fighter radar reaction.

- (a) The FPS-5 site at Albuquerque, New Mexico will detect B-47's at approximately 150 miles prior to the turn point at Las Vegas (3645N - 10230W). Fifteen (15) F-86D aircraft from the 93rd Squadron at Kirtland AFB, New Mexico can be expected to begin intercepts in the immediate vicinity of Las Vegas and continue throughout the leg to Hobbs, New Mexico.

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307th Bomb Wing Ops Order 200-55
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- (b) The FPS-3 site at St Louis, Missouri is capable of detecting B-47's from approximately the southern tip of the Kentucky Reservoir (3535N - 8300W). Since this site has no known GCI capability fighters cannot be vectored. However there is a possibility of encounters with twenty-one (21) F-86D aircraft from the 85th Squadron stationed at Scott AFB, Illinois. These encounters can extend throughout the leg from St Louis to Walnut Ridge, Arkansas.
- (c) The FPS-4 site at Kansas City can detect B-47's over the Norfolk Reservoir and can vector twenty-six (26) F-86D aircraft from 3750N - 9340W through Kansas City and approximately three quarters of the way along the leg to Lincoln AFB, Nebraska.

2. Intelligence Requirements:

- a. Essential elements of information; aircrews will be required to furnish full information on any of the following incidents occurring or observed.
 - (1) Fighter Intercepts: Number and unusual distinctive features of fighters, aggressiveness of fighters, markings of fighters, and time and place of encounter, and tactics of fighters.
 - (2) Any observation of unusual events.
- b. Means of reporting EEI.
 - (1) Information regarding EEI listed in paragraph a above will be reported by aircraft members through:
 - (a) Interrogations.
 - (b) Reports of a "Hot News" nature as listed in paragraph 6a (1) S.C Manual 55-8, Sept 1954.
 - (2) Information submitted by staff personnel will be reported as required in S.C Manual 55-8 series or on AF Form 112.

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307th Bomb Wing Ops Order 200-55
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3. Intelligence Activities:

a. Maps, Charts and Target Materials:

(1) Navigation maps and charts:

(a) JN 29, 44 and 45

WAC's 307, 360, 361, 406, 470, 469, 468, 408, 409 and 359.

(2) Target Materials:

(a) St Louis, Missouri BE Nr 0359-0009

JN 45

WAC Chart 359

Kansas City Sectional Chart

St Louis Local Chart

St Louis 100 Series Target Complex Chart

St Louis Series 25 Mosaics

(b) Kansas City, Missouri BE Nr 0360-9991

JN 45

WAC Chart 360

Kansas City Sectional Chart

Series 25 Mosaics Kansas City

Kansas City Series 100 Target Complex Chart

(c) Aerial photography currently included in 307th BW Domestic Target Folder (St Louis & Kansas City)

(d) Radarscope photography.

1. Annotated radarscope photos in St Louis and Kansas City Domestic Target Folders.

2. St Louis and Kansas City IP-Target run film negatives and positives available in Wing Target Study Section.

Annex A
307th Bomb Wing Ops Order 200-55
20 July 1955
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(3) IBDA

(a) Wing Intelligence Section will prepare a B-51 report for all aircraft in accordance with SAC Manual 55-8 on the following target:

St Louis, Missouri

(b) 307th A & E Maintenance Squadron will arrange for expeditious downloading and delivery of unprocessed film and logs to base photo lab.

b. Evasion, Escape and Survival

- (1) Cloth charts and Blood Chits. (omitted)
- (2) In event of a forced landing or bail out in the target areas, normal SAC air pick-up procedures and evasion tactics will apply.
- (3) Prior to take-off, air crew members will be briefed on survival facilities as outlined in various SAC Survival Trends and Procedures in SAC Manual 200-1, as amended.
- (4) The area from Dodge City, Kansas west to Las Vegas, New Mexico and from there southeast to Austin, Texas is sparsely populated, day temperatures can be expected to exceed 100° and natural cover will be scarce. Water will not be plentiful, but due to unusually heavy rains throughout the area this year, it will not be critical. The area is characterized by thousands of small ponds, the result of dams designed to control erosion, as well as tanks operated by wind mills which supply water for livestock. Day time evasion is not recommended due to the paucity of natural cover. Procedures in AF Manual 64-5 and SAC Land Survival Guide Book will apply.

Annex A

307th Bomb Wing Ops Order 200-55

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- (5) The area between St Louis and Kansas City is ideally suited to survival this season of the year. Water is plentiful, and food will be no problem. Field crops will be ripening and gardens will provide vegetables. Daylight evasion is feasible, in particular in the heavily wooded areas around the numerous rivers, and in the Ozark mountains. Care should be used in approaching or contacting the natives of this area and population centers should be avoided.

4. Reports:

- a. To insure that wing personnel are familiar with reporting procedures, mission reports normally required for a USCG will be required for this mission.
- b. All reports (except airborne reports) will contain the flagword ZIPPO, and the nickname "First Out".
- c. Reports will be prepared and submitted by the responsible agencies as listed in appendix I to this Annex, in accordance with SAC Manual 55-8, 55-8A, 55-8D, 55-8G. Reports will be submitted to the Reports Control Officer in final completed form. He will then monitor them for timeliness and format. The accuracy and content of the report is the responsibility of the reporting section. Messageforms are desirable but need not be used for reports preparation.
- d. Aircraft Commanders will have in their possession a Mission Reports folder consisting of instructions and sample formats for accomplishing their required reports. In addition the Aircraft Commander will have a copy of SAC Manual 55-8G. Airborne reports will be addressed only to "Rocky".
- e. Interrogation will be conducted in the 307th AREFS briefing room immediately after the mission. Crews will report promptly upon their return.

Annex A

307th Bomb Wing Ops Order 200-55

20 July 1955

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Tanker crews will be interrogated by AREFS personnel and B-47 crews by Wing personnel.

- f. Addressees: COMDR, 307th Bomb Wg
- g. Report Requirements: As listed in Appendix I to this Annex. In addition, permanent reports listed in par 6a (1), SAC Manual 55-8 are required as applicable.

DISTRIBUTION:

Same as basic.

LOUIS G THORUP
Colonel, USAF
Commander

OFFICIAL:

Robert W. Christy
ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

Annex A
307th Bomb Wing Ops Order 200-55
20 July 1955
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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX I

TO

ANNEX A

OPERATIONS ORDER 200-55

AIRCRAFT MOVEMENT REPORTS REQUIREMENTS

App I to Annex A
307BW Ops Order 200-55
20 July 55
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This Appendix consists of 4 Pages.

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OPERATION "FIRST OUT"		AIRCRAFT MOVEMENT REPORTS REQUIREMENTS*		OPS ORDER 307th 200-55	
REQ	REPORT	DUE TIME	RESPONSIBILITY**	DIST	REMARKS
	M-2 Rt & Support		Operations		
	M-10 Depart.	Immed after 1st acft; 2 hour summaries	Operations/Control Room		
X	M-11 IFR	After refueling	Aircraft Commander		
X	M-12 Hot News	Immed after sighting	Acft Comdr, Control Team		See CIRVIS (JANAF 146) Permanently required Permanently required
X	M-14 Distress	Immed upon distress	Acft Comdr		
	M-15 Arrival	Immed After 1st landing	Operations - Control Room		
	M-16 Location	1600 Local time each day	Operations/Control Room		Submit on IDY acft outside of 21
X	M-17 Delay	As soon as delayed/every 24 hrs.	Acft Comdr		
X	M-18 Wx	Upon arrival in refueling area and half hourly	Tanker Wx Scout		
X	M-19 Position		Acft Radio Operator		Reference Communications Flincy
X	M-20 Lost Acft	As soon as possible after loss	Operations		Permanently required
	M-35 ECM	Within 5 hrs of last ETM	ECM or Acft Comdr		Permanently required, Use SAC Form 326 - No Negative reports.
	M-36 ECM	24 hrs after mission	ECM		Courier or Airmail. No negative reports

* Reference SAC Manual 55-8, 55-8G.

** Aircraft Commander responsible for reports if single aircraft.

App I to Annex A 307th Ops Order 200-55 20 July 55. 00-1

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OPERATION		BOMBARDMENT REPORT REQUIREMENTS*		OPS ORDER	
REPORT	DUE TIME	RESPONSIBILITY	DISTRIB	REMARKS	
B-2 Pre-mission	24 hrs prior to ETD first acft	Operations - Plans		Changes submitted as available	
B-10 Departure	Immed after 1st acft. Summary every 2 hrs thereafter.	Operations - Control Room		When acft takes-off at 2 min intervals 1 report may be submitted.	
B-11 Strike	MT 30 min after "Bombs Away"	Aircraft Commander		By voice or CM	
B-15 Arrival	Immed after 1st acft lands; 2 hr summaries	Operations - Control Room			
B-17 A/C Report	Immed after landing	Aircraft Commander		Submitted only if acft lands at other than briefed destination.	
B-21 Weather	Within 2 hrs after acft lands	Aircraft Commander-Wx		Observations on SAC Form 156	
B-23 Enemy Reac	Within 8 hrs after 1st landing	Intelligence			
B-26 Summary	2nd rpt within 4 hrs after last acft	Task Force Commander		Priority over all Post Mission rpts except B-51	
B-27 Wg. Comdr.	Peacetime: Within 48 hrs after last acft Wartime: Within 30 hrs	Wing/Task Force Commander		1st prepared under direction of the Director of Operations	
B-30 Elec. Int.	Within 12 hrs after last landing	ECM Officer			
B-34 Elec. Int.	Within 48 hrs after mission	ECM OFFICER		Courier or Air Mail	
B-51 PI	Within 6 hrs after last acft	Intelligence - PI		By A/C if landing at other than briefed destination	
B-72 Overlay	72 hrs after last acft	Intelligence - Plans		Courier or Air Mail	
B-73	72 hrs after last BC lands	Bomb Commanders		Courier or Air Mail	
B-74	72 hrs after last acft	Gunnery Officer		Courier or Air Mail	
BC Report B-80	2 hrs prior to take-off at depart	Courier Officer		Couriered Data only	
Courier B-81	3 hrs after delivery at destination	Task Force Commander		Prepared under Direction of DO	
USCM Summary B-25	Within 12 hrs after last acft	Intelligence			
Int. Summary	Within 13 hrs after last acft				

Reference SAC Manual 55-8, 55-8A, 55-8G

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Reference SAC Manual 55-8, 55-8A, 55-8G

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App 1 to Annex A 307th BW Ops Order 200-55, 20 Jul 55. Page 3 of 4 pages.

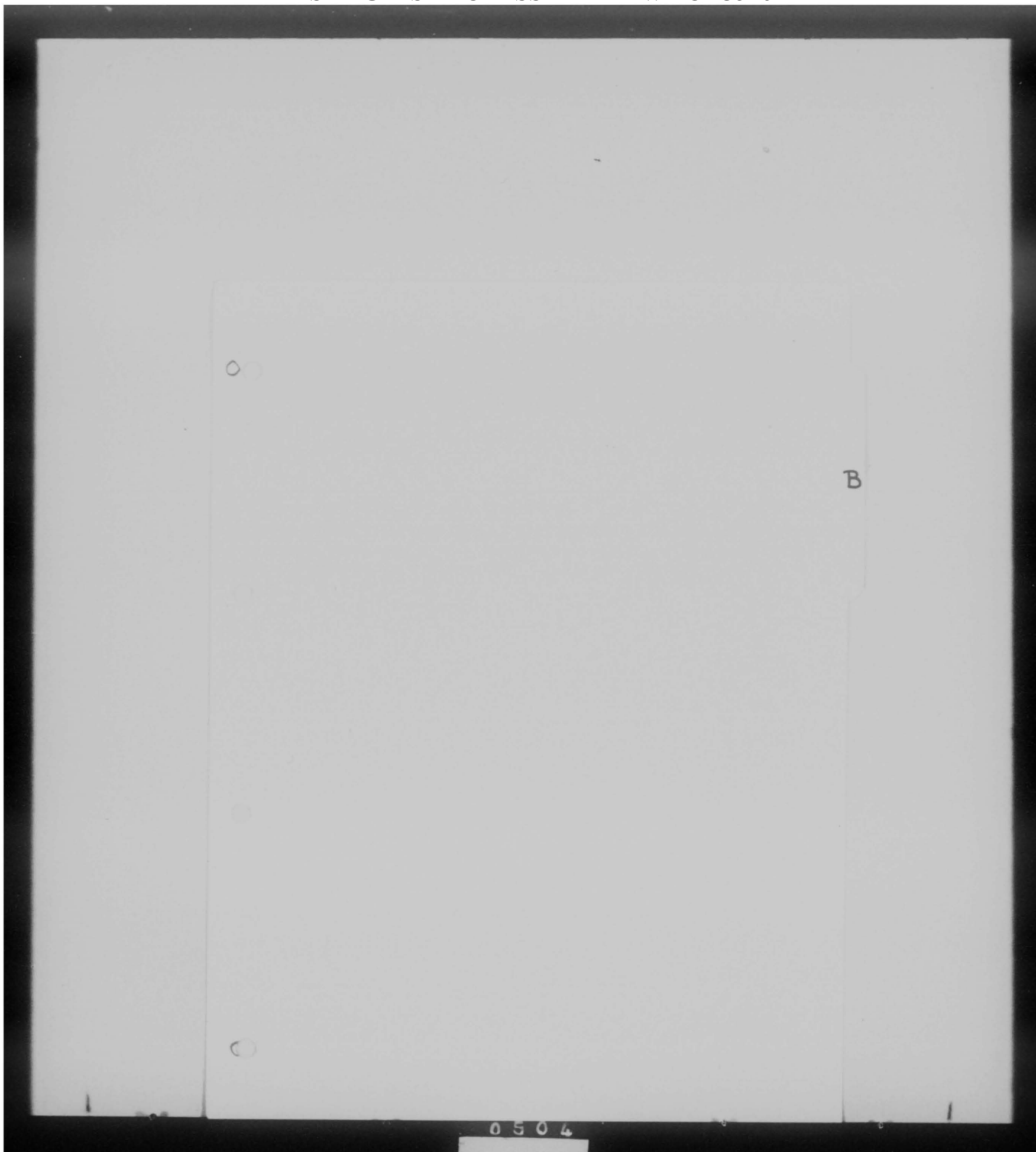
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OPERATION		AIR REFUELING REPORTS REQUIREMENTS		OPS ORDER	
REF	REPORT	DUE TIME	RESPONSIBILITY	DIET	REMARKS
✓	T-2 Pre Mission	24 hrs prior to 1st RTD	REFS Operations		Changes submitted as available
✓	T-16 Departure	Immed. after 1st acft; hourly	Ops/Control Room		1 rpt if take-off at 2 min intervals or less.
✓	T-11 Rendezvous	After breaking contact with last receiver	Control Acft		Voice or CW
✓	T-15 Landing	Immed after 1st acft; hourly	Ops/Control Room		
✓	T-17 A/C's Report	Immed upon landing	Acft Commander		Only if landing at other than briefed destination
✓	T-21 Weather	2 hrs after observer lands	Acft Commander - Wx		Observations on SACMAR
✓	T-22 Acft Status	Within 2 hrs after last acft	Operations		
	T-23 Enemy Reaction	Within 8 hours after 1st acft 2nd rpt 4 hrs last acft	Intelligence		
	T-25 Intell Summ	13 hrs after last acft	Intelligence		
	T-26 Men Summary	12 hrs after last acft	Task Force Commander		
	T-27 Wg. Comdr.	War: 30 hrs after last acft Peace: 48 hrs after	Wing Commander		Prepared under Direction of DO
	T-72 Overlay	72 hrs after last acft	Intel/Plans		Courier or Air Mail
✓	T-81 USCM Summary	12 hrs after last acft	Unit/Task Force Comdr.		
<p>*Reference SAC Manual 55-8, 55-8D, 55-8G</p> <p>DO-1</p> <p>App 1 to Annex A 307th BW Ops Order 200-55, 30 Jul 55. Page 4 of 4 pages.</p>					

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HEADQUARTERS 307TH BOMBARDMENT WING MEDICAL
Lincoln Air Force Base, Nebraska
20 July 1955

ANNEX B

TO

OPERATIONS ORDER 200-55

OPERATIONS

Annex B to
307BW Ops Order 200-55
20 July 55

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

ANNEX B

TO

OPERATIONS ORDER 200-55

AIR OPERATIONS

1. GENERAL:

a. Strikes on St. Louis RBS and Kansas City RBS will be launched in three (3) waves (one (1) cell or three (3) aircraft per wave) from Lincoln Air Force Base. All strikes will fly a non-stop profile mission utilizing one (1) pre-target refueling and returning to Lincoln Air Force Base.

b. Aircraft which fail to refuel successfully will continue the mission as far as possible along the planned route and then return to Lincoln Air Force Base. Aircraft Commanders will consider available fuel, existing and/or forecast weather conditions for route and terminal and required fuel reserve over Lincoln Air Force Base (20,000 pounds within one-hundred (100) miles of Lincoln Air Force Base) in determining the point where the briefed mission will be aborted.

2. STRIKES:

a. 307th Bombardment Wing will launch nine (9) B-47's on 27 July as follows:

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307BW Ops Order 200-55
20 July 55

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CELL #1 (370th BOMRON)

	<u>CREW</u>	<u>CELL POS</u>	<u>T.O.</u>
N-02	Sullivan	1	1300Z
N-03	Onderkirk	2	1301Z
N-04	Peebles	3	1302Z

CELL #2 (371st BOMRON)

	<u>CREW</u>	<u>CELL POS</u>	<u>T.O.</u>
N-34	Hoover	1	1350Z
N-31	Minnick	2	1351Z
N-33	Webber	3	1352Z

CELL #3 (372nd BOMRON)

N-61	Holden	1	1440Z
N-62	Hall	2	1441Z
N-67	Mann	3	1442Z

b. One (1) B-47 spare aircraft may be provided by each BOMRON for this mission. If necessary this aircraft may be "slipped" from 26 July (Ref SAC Reg 60-9) and will be provided with a briefed crew who will fly a SAC Reg 50-43 type mission on 27 July if not flown as a spare aircraft.

c. Air Refueling support will be provided by the 307th Air Refueling Squadron as follows: (See Appendix 3, this Annex).

REFUELING CELL #1

	<u>CREW</u>	<u>CELL POS</u>	<u>T.O.</u>
T-3	Franklin	1	1253Z
T-4	Pavlos	2	1254Z
T-8	Maxwell	3	1255Z

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REFUELING CELL #2

<u>CREW</u>	<u>CELL POS</u>	<u>T.O.</u>
T-10 Watt	1	1343Z
T-13 McLerman	2	1344Z
T-12 O'Brien	3	1345Z

REFUELING CELL #3

<u>CREW</u>	<u>CELL POS</u>	<u>T.O.</u>
T-11 Thornton	1	1433Z
T-17 Armstrong	2	1434Z
T-18 Long	3	1435Z

NOTE: No airborne spares will be provided

3. BOMBING:

a. All aircraft will make bomb runs on target "E" St. Louis RBS and target "K" Kansas City RBS (See Appendix 2, this Annex).

4. NAVIGATION:

a. Navigation requirements and procedures are as listed in Appendix 2, this annex.

5. CRUISE CONTROL:

a. Fuel Loadings:

- (1) B-47 - 74,000 pounds. Plans are based on all B-47 aircraft refueling to maximum internal load (approximately 40,850 pounds on-load).
- (2) KC-97F - 115/145 - 29,440 pounds, JP-4 - 37,500 pounds
- (3) KC-97G - 115/145 - 30,940 pounds, JP-4 - 36,000 pounds

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b. Cabin Pressurization (B-47):

- (1) Combat position from pre-IP. St. Louis to after Kansas City RBS.

c. Cruise Conditions:

- (1) B-47 Optimum Altitude Mach - .74 except as noted in flight plans this annex and during air refueling.
- (2) KC-97 - 15,000 foot refueling pressure altitude in accordance with SAC Tactical Doctrine.

d. In all cases B-47 aircraft will be flown to arrive back within 100 NM of Lincoln Air Force Base at altitude with a minimum of 20,000 pounds fuel. This mission is planned so that the aircraft having flown the mission as briefed will arrive with 24,250 pounds of fuel remaining.

e. In all cases KC-97 aircraft will be flown to arrive on the ground at Lincoln Air Force Base with a minimum of 800 gallons 115/145 fuel. This mission is planned so that the aircraft having flown the mission as briefed will arrive with 970 gallons fuel remaining.

6. INTELLIGENCE: See Annex "A".
7. AIR REFUELING: See Appendix 3, this Annex.
8. TACTICS: See Appendix 1, this Annex.
9. PHOTOGRAPHY: See Appendix 2, this Annex.
10. GUNNERY: See Appendix 4, this Annex.
11. ALTERNATE AIRFIELDS:
 - a. Refer to current 307th Bombardment Wing Operations Manual for alternate airfields.

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12. ARTC CLEARANCES: See Appendix 5, this Annex.
13. SCORING PROCEDURES: See Appendix 6, this Annex
14. EMERGENCY PROCEDURES: See Appendix 1, this Annex
15. ALL TIMES THIS OPERATIONS ORDER ARE ZULU.
16. CODE NAME FOR THIS MISSION IS "FIRST OUT".

Appendices:

- 1 - Tactics
- 2 - Navigation & Bombing
- 3 - Air Refueling
- 4 - Gunnery
- 5 - ARTC Clearances
- 6 - Competitive Scoring

LOUIS G. THORUP
Colonel, USAF
Commander

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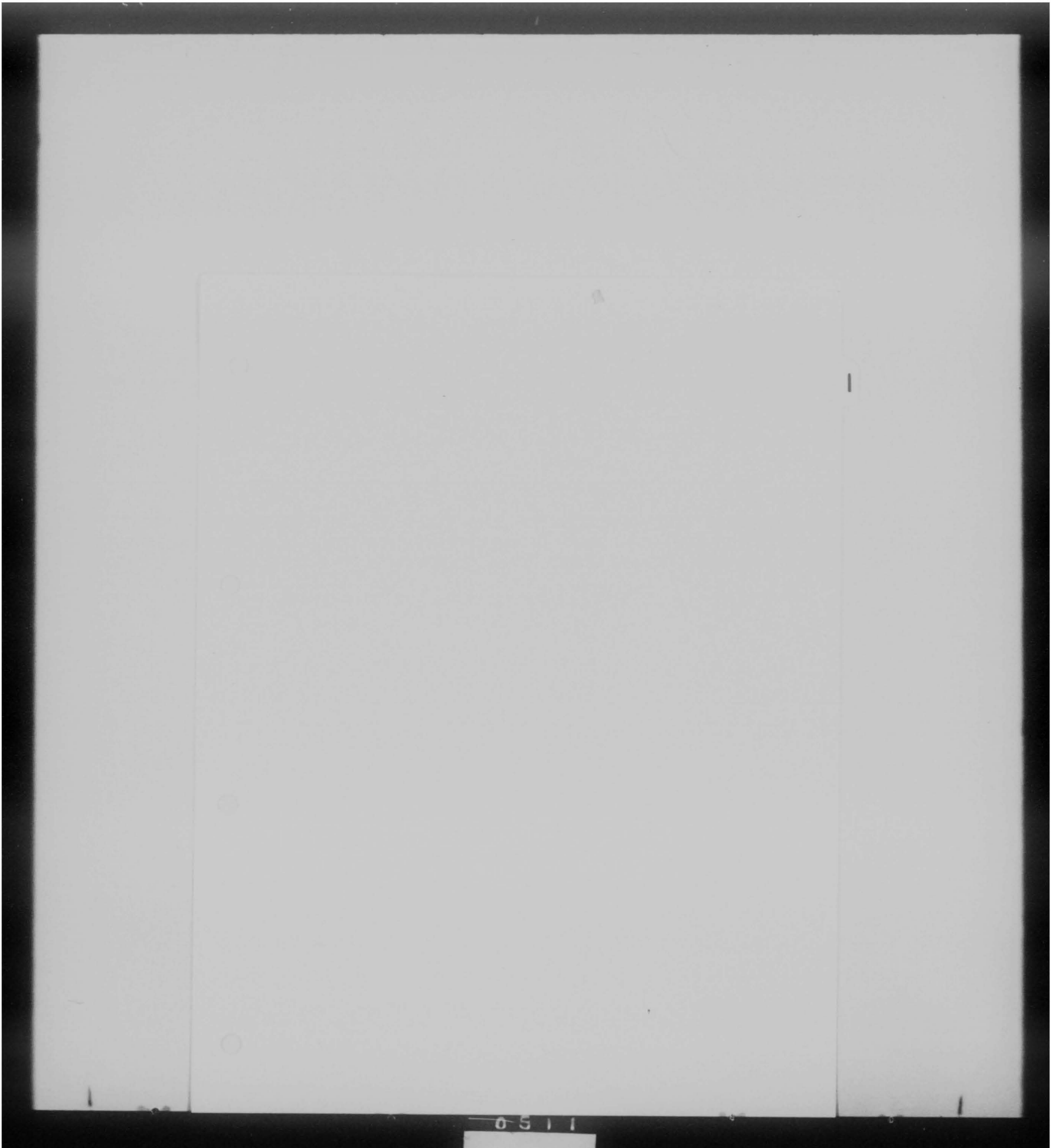
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HEADQUARTERS 307TH BOMBARDMENT WING MEDICAL
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX I

TO

ANNEX B

OPERATIONS ORDER 200-55

TACTICS

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307TH BOMBARDMENT WING MEDIUM
HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX I

TO

ANNEX B

OPERATIONS ORDER 200-55

TACTICS

1. Takeoff interval within cells is one minute. If takeoff is to the north, a right turn will be made to the east leg of Lincoln Air Force Base I/MF Range. If takeoff is to the south, a right turn will be made to the east leg of the Lincoln Air Force Base I/MF Range. All aircraft will climb at normal climb speeds and utilize station keeping techniques as soon as possible after takeoff in order to join formation. If the leader becomes VFR before reaching cruise altitude, he will slow to 250 KTS and continue climb until remainder of the flight is in cell position, then normal flight will be resumed.

2. Emergency Procedures:

a. Any aircraft aborting the mission before reaching cruise altitude will turn 15° to the right for 6 minutes then return to Lincoln I/MF Range. During this time a new clearance will be obtained from CAA.

b. If any aircraft is unable to perform station keeping while climbing, it will turn 15° right of course for 2 minutes, then resume course heading and attempt to rejoin formation later enroute. If more

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307TH BOMBARDMENT WING MEDIUM

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than one aircraft encounters difficulty but intends to continue mission, the 15° turn will be alternated in accordance with formation position.

3. Formation:

a. From takeoff to prior to descent for refueling, B-47 aircraft will maintain cell formation of aircraft in trail, one mile interval, 500 ft altitude separation upward from leader, NCA at base altitude.

b. B-47 formation prior to descent, during descent and refueling will be a modified enroute cell the same as paragraph 3a above, except #1 and #2 aircraft will be angled back to the right 10° from the NCA. See Refueling Annex for procedure in case of late refueling. See paragraph 2b above for procedure in case aircraft lose radar contact.

c. B-47 formation after refueling, during climb and up to Las Vegas, N.M., will be as in paragraph 3a above. See paragraph 2b above for procedure in case aircraft lose radar contact.

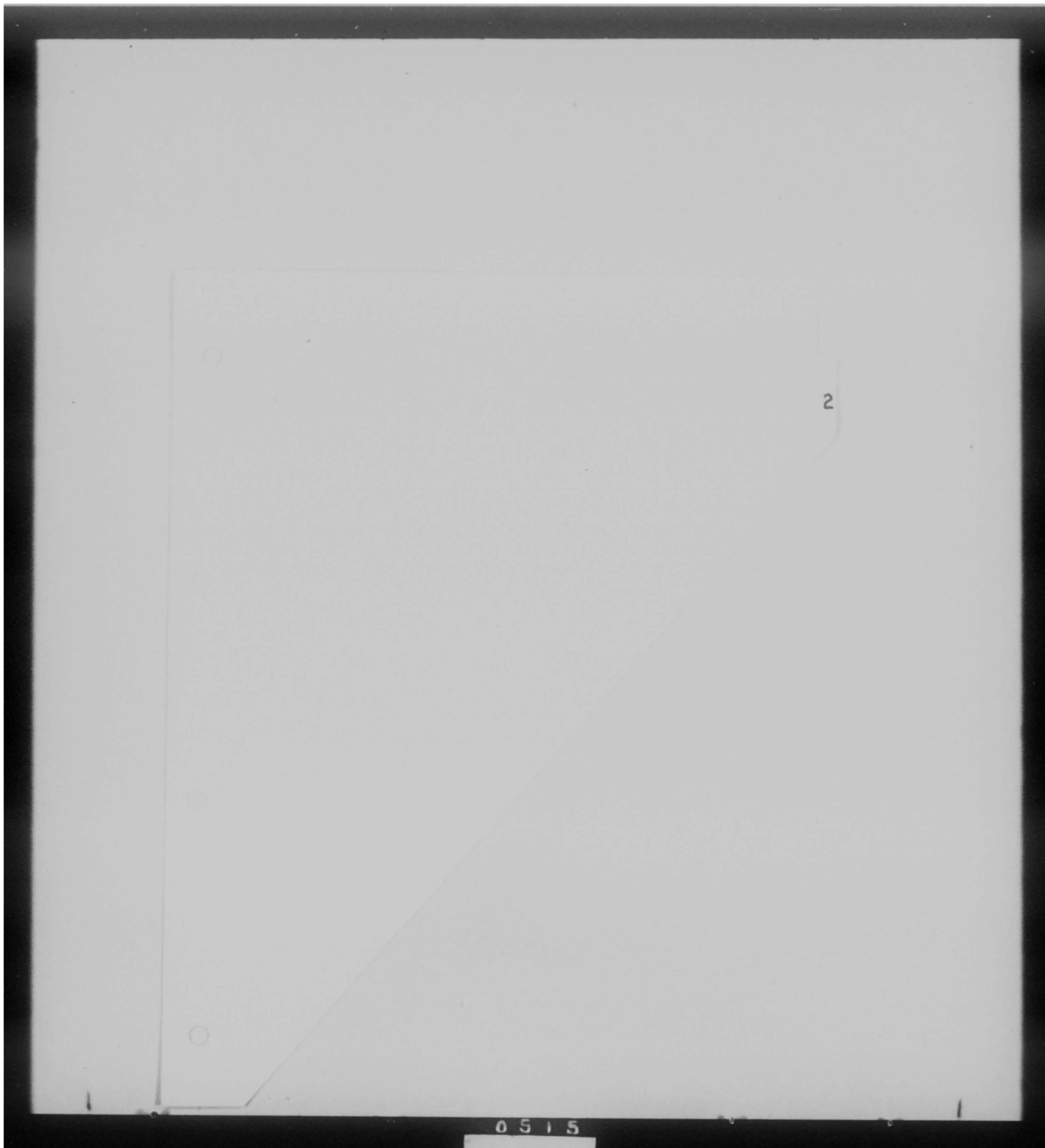
d. At Las Vegas, N.M., cell formation will change to a penetration cell as specified in Figure 3, SAC Manual 55-5A, dated November 1954. This formation will continue to cell breakup.

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER 200-55

NAVIGATION & BOMBING

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 HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
 Lincoln Air Force Base, Nebraska
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APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER 200-55

NAVIGATION & BOMBING

1. NAVIGATION:

a. Maps and Charts:

B-47's JN-29, JN-44, JN-45
 KC-97's WAC-307, WAC-360

See Annex B for routes:

NOTE: Attachment #1 or #2 (this appendix) for supplementary
 information on routes to be flown.

b. Heading Changes: See Mission Flight Plan (SAC Form 1), and
 AF Navigator's Log (AF Form 21), Annex B.

c. Reference Altitude: 15,000'

d. Control Times:

(1) St Louis Target: (Control Point: Florence, Ala.)

<u>Primary Mission</u>	<u>Alternate Mission *</u>
1st Cell 1857Z	1st Cell 1905Z
2nd Cell 1947Z	2nd Cell 1955Z
3rd Cell 2037Z	3rd Cell 2045Z

*Refers here and hereafter to mission involving the alternate refueling
 track.

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(2) Kansas City Target: (Control Point: Cotter, Ark.)

<u>Primary Mission</u>		<u>Alternate Mission</u>	
1st Cell	2008Z	1st Cell	2016Z
2nd Cell	2058Z	2nd Cell	2106Z
3rd Cell	2148Z	3rd Cell	2156Z

NOTE: Times listed above are for initial aircraft in each cell; subsequent aircraft will space themselves 15 minutes apart.

e. Control Altitudes:

- (1) All aircraft will fly mean sea level altitudes except during refueling and bomb runs (29.92 pressure altitude setting will be used). At first control point for St Louis bomb run 29.92 altimeter setting will be set and used until past Kansas City RBS. The following pressure altitudes will be used for bombing, for aircraft positions as listed, for the respective cell. Altitudes should be established at Pre-IP.

St Louis Target

<u>Cell #1</u>	<u>Cell #2</u>	<u>Cell #3</u>
A/cft #1 37M	36.5 M	37 M
#2 36.5 M	37 M	36.5 M
#3 37 M	36.5 M	37 M

Kansas City Target

<u>Cell #1</u>	<u>Cell #2</u>	<u>Cell #3</u>
A/cft #1 38 M	37.5 M	38 M
#2 37.5 M	38 M	37.5 M
#3 38 M	37.5 M	38 M

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f. Route Photography: ~~SECRET~~

- (1) NCA leaders will take 0-15 pictures of penetration point (ADIZ), Las Vegas Turning Point, and the ADIZ exit point, using 1 every 12 scans.
- (2) 0-15 pictures will be taken by all aircraft on completion of Grid Leg, in accordance with SAC Manual 50-38, for scoring purposes.

g. Navigation Control Aircraft While in Cell:

- (1) Will inform formation at all turning points of:
 - (a) Time in Zulu over point.
 - (b) Heading (Mag.).
 - (c) Altitude (using base altitude 15 M ~~f~~).
 - (d) ETA next check point.
 - (e) Wind.
 - (f) Example of turn point procedure: Over Las Vegas*
1545Z, heading 141, base plus 18, ETA Hobbs* 1611Z,
wind 270 at 35.
- (2) NCA will use any and all navigational aids (primarily radar) in flying from departure to cell breakup. Others in cell will use route formation in accordance with SAC TAC Doctrine utilizing station keeping techniques. As soon as possible after take-off, all aircraft will turn on radar sets for station keeping purposes in order to establish spacing interval.

*See Attachment for Code Names for Turning Points.

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h. KC-97 aircraft will use any and all types of navigational aids to fly their respective route.

i. The Grid Navigation Leg will be a Grid Leg using K-system for fixing purposes. It will be flown in accordance with SAC Regulation 51-11.

2. BOMBING:

a. St Louis Target:

(1) Pre-IP:

- (a) Florence, Alabama, 34°49'N, 87°42'W, variation 4° East.
- (b) Departing Florence, Alabama, in route to IP, power will be increased to Mach .81 and 37,000 ft or 36,500 ft (pressure altitude) according to position in bomber stream.
- (c) Altitude measurement will be accomplished at the PRE-IP and again just prior to the IP.

(2) IP:

- (a) Paducah, Kentucky, 37°04'N, 88°38'W, variation 4° East.
- (b) True course from the PRE-IP to the IP is 342°, distance 143 NM.

(3) Target:

- (a) St Louis "E"
 - 1. Type IIB
 - 2. Elevation 756 feet
 - 3. Variation 5° E

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4. $38^{\circ}38'00.98''N$, $90^{\circ}14'48.95''W$

5. Elam Grain Co., aiming point is the northeast corner of building.

(b) True course from the IP to the target is 321° , distance 124 NM.

(c) Offset data will be included in the target folder.

(4) Bomb Run:

(a) Mach .81

(b) Altitude: 37,000 or 36,500 Pressure Altitude depending upon position in the bomber stream.

(c) Practice run.

(d) Type of Run - Offset checking.

1. Radar is the primary method of bombing.

Visual sighting will be used only if the APS 23 is inoperative.

2. G.P.I. characteristics of the K-system will be utilized as an aid for cross hair placement.

(5) IBDA:

(a) IBDA procedures will apply on this bomb run.

(b) Camera procedures for IBDA as outlined in SAC Manual 50-38 will be followed.

(c) Breakaway will not start until Observer has obtained TH and T.S (for RBS scoring purposes) and clears pilot for breakaway turn to the left.

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b. Kansas City - Target:

(1) Pre-IP:

(a) Cotter, Arkansas, $36^{\circ}16'N$, $92^{\circ}32'W$, variation 7° East.

(2) IP:

(a) Springfield, Missouri, $37^{\circ}12'N$, $93^{\circ}19'W$, variation 7° East.

(b) True course from the Pre-IP to the IP is 326° , distance 66 NM.

(3) Target:

(a) Kansas City "K"

1. Type IIB

2. Elevation 881

3. Variation 8° E

4. $39^{\circ}06'48.5''N$, $94^{\circ}37'36.9''W$

5. Wyandotte County Courthouse, aiming point is northeast corner of the building.

(b) True course from the IP to the target is 331° , distance 125 NM.

(c) Offset data will be included in the target folder.

(4) Bomb Run:

(a) Mach .74

(b) Altitude: 38,000 or 37,500 feet pressure altitude depending upon position in the bomber stream.

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(c) Practice run

(d) Type of run - Radar Direct:

1. Radar is the primary method of bombing. Visual sighting will be used only if the APS 23 is inoperative.

2. G.P.I. characteristics of the K-system will be utilized as an aid for cross hair placement.

(5) RCS CALL-IN PROCEDURES:

(a) SAC Reg 50-4 call-in procedures will be used.

(b) Grid scores will be obtained by each aircraft.

(6) CAMERA PROCEDURES:

(a) As outlined in SAC Manual 50-38.

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PRIMARY MISSIONSECRET
ATTACHMENT #1 TO APPENDIX 2PRIMARY MISSION

Route to be Flown (B-47's)

a. Each Cell

- (1) Depart LAFB and climb out on the east leg of Lincoln L/MF range until reaching 22,000 feet, then climb to optimum direct to Des Moines, Iowa.

(2) Then:

FROM:	TO:	ALTITUDE	INFO
Des Moines	Worthington, Minn	Optimum	
	Sioux Falls (Refueling Pt)	Optimum	
	Orbit Point 41°22'N 98°10'W	Optimum to 20M	Descend 5 minutes prior to ETA for Orbit Point
	Descent End 41°22'N 98°31'W	15,000	Arrive 5 NM north of Green 3. Formation between 14,500 - 16,500 feet (MSL)
	Dodge City, Kansas	15,000 (MSL) to end of refueling, then to optimum	Refueling
	Las Vegas, N.M.	Optimum	Resume Cell Tactics (station keeping after refueling)
	Hobbs, N.M.	Optimum	ADIZ Penetration
	Big Springs, Texas	Optimum	Exit ADIZ
	Lake Buchanan (Check Pt)	Optimum	End of Cell Tactics
			No. 2 & 3 aircraft will hold and then depart JUNCTION VOR (#2) and ABILENE VOR (#3) so as to establish a 15' separation between acft at Lake Buchanan
	Austin, Texas (Start Grid)	Optimum	
	Greenwood, Miss (Turning Pt)	Optimum	
	Montgomery, Ala (End of Grid)		
	Eufaula, Ala	Optimum	For Control Purposes
	Florence, Ala (Pre-IP)	37M or 36.5M Depending on position in cell	Establish .81 Mach between Florence and Paducah

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PRIMARY MISSION (Cont'd)

PRIMARY MISSION

FROM:	TO:	ALTITUDE	INFO
Iaducah, Ky (IP)		37M or 36.5M (pressure altitude) Depending on position in Cell	.81 Mach
St Louis, Mo (Tgt)		37M or 36.5M (pressure altitude) Depending on position in cell	.81 Mach
Walnut Ridge, Ark		38M (pressure altitude)	For Control Purposes
Cotter, Ark (Pre-IP)		38M or 37.5M (pressure altitude) Depending on position in cell	.74 Mach
Springfield, Mo (IP)		38M or 37.5M (pressure altitude) Depending on position in cell	.74 Mach
Kansas City, Mo (Tgt)		38M or 37.5M (pressure altitude) Depending on position in cell	.74 Mach
Lincoln AFB		Optimum	.74 Mach

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ALTERNATE MISSIONALTERNATE MISSIONSECRET
ATTACHMENT #2 TO APPENDIX 2

Route to be Flown (B-47's)

a. Each Cell:

<u>FROM:</u>	<u>TO:</u>	<u>ALTITUDE</u>	<u>INFO</u>
Lincoln AFB	Sioux Falls, S.D.	Climb to Optimum	
	Worthington, Minn.	Optimum	
	Mason City, Iowa	Optimum	
	Boone, Iowa	Optimum	Refueling IP
	Nebraska City, Nebr	Optimum to 225M	Descend 5 minutes prior to ETA for Orbit Point
	Dodge City	15M to Optimum	Climb to Optimum at end of refueling in route to Dodge City

Same as Attachment #1

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PRIMARY MISSION

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PRIMARY MISSIONB-47 TIME INFORMATION

		<u>Cell #1</u>			<u>Cell #2</u>			<u>Cell #3</u>		
	Aft #1	#2	#3	#1	#2	#3	#1	#2	#3	
Takeoff	1300	1301	1302	1350	1351	1352	1440	1441	1442	
Hookup		1423			1513			1603		
Start Grid		1652			1742			1832		
St Louis		1933			2023			2113		
Kansas City		2036			2126			2216		
Lincoln		2058			2148			2238		
Land		2118			2208			2258		

*Times indicated are G.C.T. and are for the initial aircraft in the cell. Subsequent aircraft in cell will space themselves 15' apart.

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ALTERNATE MISSION

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ALTERNATE MISSIONB-47 TIME INFORMATION

	<u>Cell #1</u>			<u>Cell #2</u>			<u>Cell #3</u>		
	<u>Left #1</u>	<u>#2</u>	<u>#3</u>	<u>#1</u>	<u>#2</u>	<u>#3</u>	<u>#1</u>	<u>#2</u>	<u>#3</u>
Takeoff	1300	1301	1302	1350	1351	1352	1440	1441	1442
Hookup		1426			1516			1606	
Start Grid		1730			1820			1910	
St Louis		2011			2101			2151	
Kansas City		2114			2204			2254	
Lincoln		2136			2226			2316	
Land		2156			2246			2336	

*Times indicated are G.C.T. and are for the initial aircraft. Subsequent aircraft in cell will space themselves 15' apart.

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ATTACHMENT #3 TO APPENDIX 2

Turning Point Designations

B-47's

Point A (Alpha)	Des Moines, Iowa
B (Bravo)	Worthington, Minn.
C (Coca)	Sioux Falls, S. D.
D (Delta)	Descent Point
E (Echo)	Orbit Point
F (Foxtrot)	Rendezvous Point
G (Gold)	Normal End of Refueling
H (Hotel)	Dodge City, Kansas
I (India)	Las Vegas, N.M.
J (Juliett)	Hobbs, N.M.
K (Kilo)	Big Springs, Texas
L (Lima)	Lake Buchanan, Texas
M (Metro)	Austin, Texas
N (Nectar)	Greenwood, Miss
O (Oscar)	Montgomery, Ala
P (Papa)	Eufaula, Ala
Q (Quebec)	Florence, Ala
R (Romeo)	Paducah, Ky
S (Sierra)	St Louis, Mo
T (Tango)	Walnut Ridge, Ark
U (Union)	Cotter, Ark
V (Victor)	Springfield, Mo
W (Whiskey)	Kansas City, Mo

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Attachment #4 to Annex B, Appendix #2

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PRIMARY		JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON		WIND		SERIAL TYPE AND		CREW NUMBER		ACFT COMDR (Name and Grade)		OBSERVER (Name and Grade)		COPILOT (Name and Grade)	
307th		B-47E															
FROM		TO		WIND DIR		T.H.		V.H.		W.H.		TEMP		MACH		T.B.S.	
Lincoln AFB		ROUTE		DRIFT		ALT		G.S.		DND DIS		ACC. TIME		ACC. AIR DIS		ETA	
RTO & ACCEL		CL 080°		270/35		080 -9 071		22,000		400		415		10 3		74,000	
Climb		CL 067		270/35		065 -8 057		35,000		425		449		10 3		4,500	
Top of Climb		CL 067		270/35		065 -8 057		35,000		425		449		10 3		4,500	
Des Moines		CR 067		270/35		065 -8 057		35,000		425		449		10 3		4,500	
Worthington TP		CC 3260		270/35		322 -8 314		35,000		.74		425		405		149 22	
Sioux Falls		RIP CC 267		270/35		267 -9 258		35,000		.74		425		390		180 54	
Start Descent		CC 205		270/35		209 -10 199		35,000		.74		425		410		90 32	
Orbit Pt		DS 205		270/35		208 -10 198		35,000		.74		425		410		90 32	
Descent		DS 205		270/35		208 -10 198		35,000		.74		425		410		90 32	
End		DS 205		270/35		208 -10 198		35,000		.74		425		410		90 32	
Contact		CR 201		270/35		206 -10 196		35,000		.74		425		260		250	
IFR		CR 201		270/35		206 -10 196		35,000		.74		425		260		250	
Accel		CL 201		270/35		205 -10 195		35,000		.74		425		402		390	
Dodge City TP		CL 242		270/35		244 -12 232		31,500		.74		432		403		375	
37°36'N		CC 242		270/35		244 -12 232		31,500		.74		432		403		375	
100°25'W		CC 242		270/35		244 -12 232		31,500		.74		432		403		375	
ADIR 103°44'W		CC 242		270/35		244 -12 232		31,500		.74		432		403		375	
Las Vegas TP		CC 242		270/35		244 -12 232		31,500		.74		432		403		375	
Hobbs TP		CC 150		270/35		154 -13 141		33,000		.74		431		448		1320	
Big Spz TP		CC 112		270/35		114 -12 102		33,200		.74		430		465		1308	
6' N of Abilene		CC 079		270/35		078 -11 067		33,200		.74		425		460		1402	
3 Orbits		CC -		270/35		- - -		33,200		.74		425		- - -		21	
Check Pt		CC 148		270/35		152 -9 143		33,200		.74		425		441		132	
Lake Buchanan		CC 123		270/35		125 -9 116		35,300		.74		425		454		1579	
Austin Grid		CC 063		270/35		061 -8 053		35,000		.74		425		455		2011	
Greenwood TP		CC 110		270/35		112 -5 107		36,600		.74		425		457		2221	
Montgomery Grid		CC 115		270/35		117 -3 114		37,000		.74		425		455		2287	
Buffalo TP		CC 325		270/35		321 -3 318		37,000		.74		425		404		2305	
Florence Pre-IF		CC 325		270/35		321 -3 318		37,000		.74		425		404		2305	
Start .81 Mach																	

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III. BOMBING DATA										
TARGET DATA	NUM NO.	1	2	3	4	5				
	NAME	St. Louis "E"	Kansas City "K"							
	NAME	Elam Grain Co (NE Corner)	Wyandotte City Ct. House (NE Corner)							
	LAT.	38°38' 00.98"N	39°06' 48.5"N							
L.P.	LONG.	90°14' 48.95" W	94°37' 36.9" W							
	NAME	Paducah	Springfield							
	LAT.	37°04' N	37°12' N							
	LONG.	88°38' W	93°19' W							
OFFSET DATA	NAME	Calokis Target D Power Plant	Slick Hanger							
	LAT.	38°36' 12.53"N	39°07' 05"N							
	LONG.	90°11' 07.11" W	94°36' 01.5" W							
	ELEVATION	744	760							
I.P. TO TARGET	TGT H-R	S 10,970	N 1670							
	TO A.P. E-W	E 17,587	E 7520							
	T.C.	321	331							
	DRIFT	-3	-2							
ALTITUDE MEASUREMENT	T.H.	318	327							
	M.H.	313	319							
	G.S.	445	408							
	DISTANCE	124	125							
BOMBING DATA	TIME	17-	184							
	POSITION									
	ELEVATION									
	MEASURED ALT									
BOMBING DATA	TRUE ALT									
	OFFSET A.P. ELEVATION	- 744	- 760							
	ABSOLUTE ALT SETTING									
	TRUE ALT									
BOMBING DATA	TARGET ELEVATION	- 756	- 881							
	BOMBING ALT									
	T.A.S. (Knots)	467	425							
	Q FACTOR									
BOMBING DATA	TRAIL (Feet)									
	A.T.F. (Seconds)									

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Attachment #5 to Annex B, Appendix #2

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Primary

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Alternate Pa #1

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	PLANE TYPE AND SERIAL NO	CREW NUMBER	ACFT COMDR (Name and Grade)	COPILOT (Name and Grade)
			307th	B-47E			
PRE-FLIGHT PLAN							
FROM	TO	WIND D.V.	T.N.	VAR.	M.H.	TEMP	DATE OF TAKE-OFF
Lincoln AFB	ROUTE	DRIFT				ALT	
RTD & ACC							
Level 3051'N		270/25	356	-10	346	-67	
Off 3642'N	CL 360	-4				35000	
Sioux Falls	CC 360	270/35	356	-10	346	-67	
Northington	CC 086	270/35	086	-9	077	-67	
Mason City	CC 105	270/35	106	-8	098	-67	
Boone	CC 207	270/35	211	-7	204	-67	
Descent 4101'N	CC 226	270/35	229	-9	220	-67	
Orbit Ft.	CC 226	270/35	229	-9	220	-67	
Nebraska City	CC 226	270/35	229	-9	220	-67	
End of 4003'N	CC 226	270/35	229	-9	220	-67	
Descent 3607'N	CC 226	270/35	229	-9	220	-67	
To 4001'N	CC 226	270/35	229	-9	220	-67	
Contact 3601'N	CC 226	270/35	229	-9	220	-67	
IFR	CC 226	270/35	229	-9	220	-67	
Level 3000'N	CC 226	270/35	229	-9	220	-67	
Off 3607'N	CC 226	270/35	229	-9	220	-67	
Dodge City	CC 226	270/35	229	-9	220	-67	
Enter 3000'N	CC 226	270/35	229	-9	220	-67	
ADIR 1000'N	CC 226	270/35	229	-9	220	-67	
Las Vegas	CC 226	270/35	229	-9	220	-67	
Hobbs	CC 150	270/35	154	-13	141	-58	
Big Sp	CC 112	270/35	116	-13	102	-59	
W of Abilene	CC 079	270/35	078	-11	067	-59	
3 Orbits	CC -	270/35	-	-	-	-	
Crack Ft	CC 148	270/35	152	-9	143	-57	
Lake Buchanan	CC 123	270/35	125	-9	116	-57	
Austin Start	CC 063	270/35	061	-8	053	-57	
Greenwood IF	CC 10	270/35	112	-5	107	-57	
Montgomery	CC 115	270/35	117	-3	114	-57	
Enid Mid	CC 345	270/35	321	-3	318	-57	
El Paso							
Florence Pre-IP							
Start, 01 Mach							

Attachment #7 to Annex B, Appendix #2

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	BOMBING DATA									
	UN NO.	1	2	3	4	5	6	7	8	9
TARGET DATA	NAME	St. Louis "E"	Kansas City "A"							
	NAME	Elam Grain Co (NE Corner)	Wyandotte City St. Joe NE Corner							
	LAT.	38°38' 00.98"N	39°06' 48.5"N							
I.P.	LONG.	90°14' 48.95"W	94°37' 36.9"W							
	NAME	Paducah	Springfield							
	LAT.	37°04'N	37°12'N							
OFFSET DATA	LONG.	88°38'W	93°19'W							
	NAME	Target D (Cahokia Power Plant)	Slick Hangar							
	LAT.	38°36' 12.53"N	39°07' 05"N							
I.P. TO TARGET	LONG.	90°11' 07.11"W	94°36' 01.5"W							
	ELEVATION	744	760							
	TOT N - S	S 10, 970	N 1670							
ALTITUDE MEASUREMENT	TO A.P. E - W	E 17,587	E 7520							
	T.C.	321	331							
	DRIFT	-3	-4							
I.P. TO TARGET	T.H.	318	327							
	M.H.	313	319							
	G.S.	445	408							
ALTITUDE MEASUREMENT	DISTANCE	124	125							
	TIME	17	18							
	POSITION									
ALTITUDE MEASUREMENT	ELEVATION									
	MEASURED ALT									
	TRUE ALT									
ALTITUDE MEASUREMENT	OFFSET A.P. ELEVATION	- 744	- 760							
	ABSOLUTE ALT SETTING									
	TRUE ALT									
ALTITUDE MEASUREMENT	TARGET ELEVATION	- 756	- 881							
	BOMBING ALT									
	T.A.S. (Knots)	467	425							
ALTITUDE MEASUREMENT	Q FACTOR									
	TRAIL (Feet)									
	A.T.F. (Seconds)									

Alternate

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Alternate

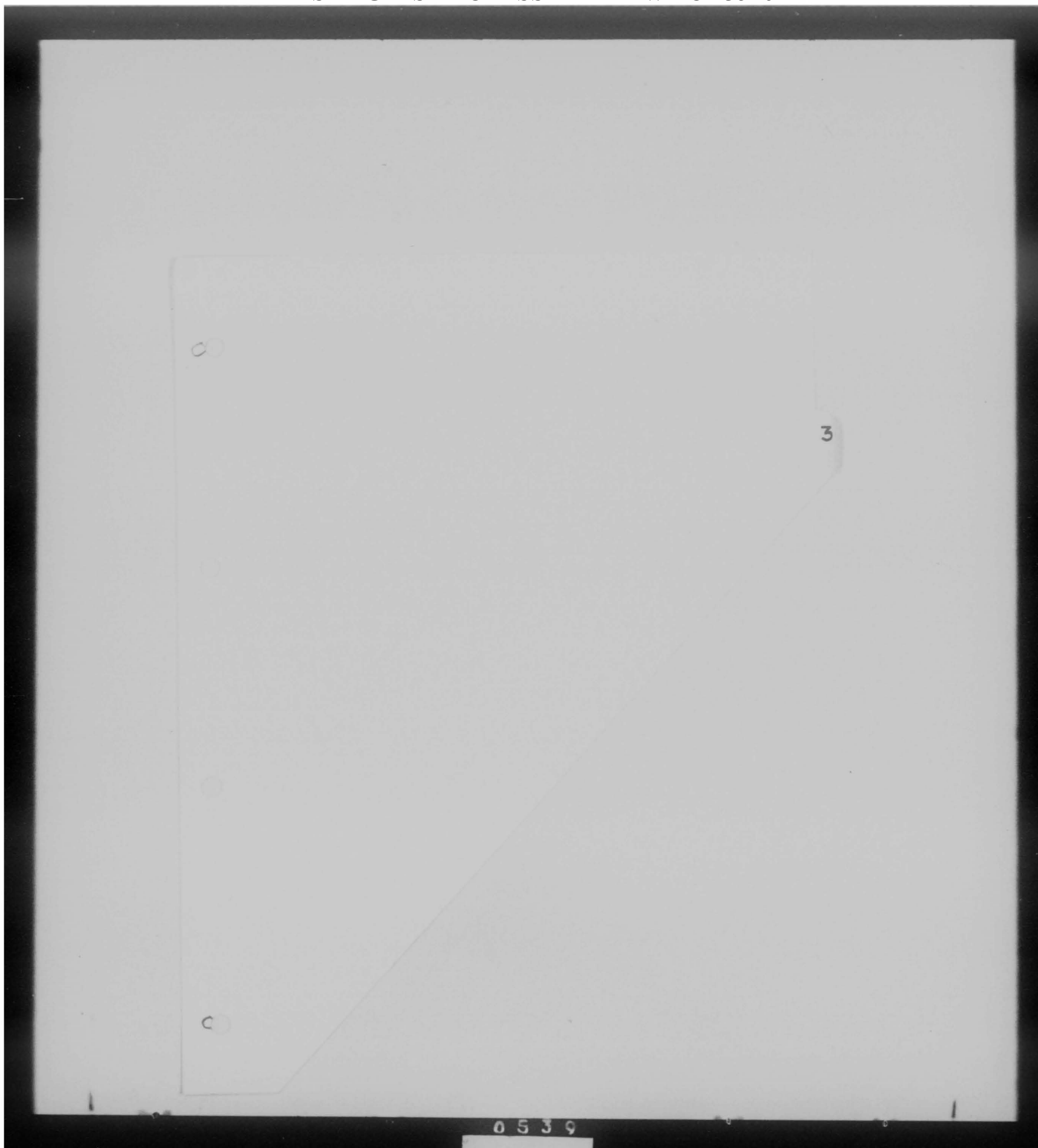
AIR FORCE NAVIGATOR'S LOG

PILOT		NAVIGATOR		CREW NO.	PLANE NO.	ORGANIZATION	TYPE	DATE						
END START	T. O.	LAND	FLIGHT TIME	FORMATION POSITION		GROSS WT AT T. O. L/GAL ABOARD AT T. O.								
						ALTERNATE--								
						TIME TO ALTERNATE-	MRS M							
						FUEL REQUIRED TO ALT	GAL							
Departure OFFICIAL (NAME)		Destination (NAVIGATOR) (NAME)				WATCH		RATE sec/hr						
						FAST SLOW		GAIN LOSS						
						AT GCT (DAYS)								
FLIGHT PLAN														
FROM— TO—	TRUE COURSE	DRAFT	KIND USED D V	TRUE HEADING	VAR.	MAG. HEATING	TEMP °C ALT	IAS TAS (K)	G.S. (K)	DISTANCE THIS LEG	TIME	ELAPSED TIME H	FUEL CONSUMED	FUEL REMAINING
Lincoln APB	101°			-10		10M	198		42	138				
Nebraska City						16M				139	0117			
Orbit														
Nebraska City														
Dodge City	226			-11		16M	250		260	0102	0219			
Dodge City														
10' SE Concordia, Kansas	038			-11		16M	204		158	46	0305			
10' SE Concordia, Kansas														
LaFE	038			-10		8M	180		82	26	0331			
Land										20	0351			
										TOTAL	TOTAL			

Attachment #8 to Annex B, Appendix #2

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX 3

TC

ANNEX D

OPERATIONS ORDER 200-55

AIR REFUELING

App 3 to Annex D
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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX 3

TO

ANNEX B

OPERATIONS ORDER 200-55

AIR REFUELING

1. GENERAL INSTRUCTIONS: The strike route incorporates a requirement for a pre-target air refueling. The Lincoln area will be used to accomplish the necessary refueling. Air Refueling procedures and techniques as outlined in "Quick Rise" will be used. Special instructions will be covered at specialized briefing.

- a. Altimeter setting 29.92
- b. Refueling airspeed: 250 knots TAS
- c. Transfer requirements: All air refueling will be in a one tanker/one receiver ratio. Transfer to each receiver will be to a maximum internal load of the receiver and not less than 40,000 lbs. Time allowed for refueling will be 28 minutes from time rendezvous point is reached. However, any receiver not completing fuel transfer within the specified time will not delay departure of the formation; the delayed receiver will remain with its tanker until completion of fuel transfer and proceed as an individual aircraft in an attempt to reach the formation at a subsequent turning point ETA. (Note: The tanker can not go beyond Dodge City due to lack of fuel).

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The receiver should then proceed on as an individual aircraft; obtaining clearance to Big Springs Area (cell break up) making the check point timing good there, and availing Albuquerque ADIZ and Amarillo RDS enroute.

d. Weather Reconnaissance: Weather reconnaissance will be furnished by the 307th Air Refueling Squadron. Weather ship (KC-97) should take off in sufficient time to arrive at the orbit point two (2) hours prior to the first tankers arrival. Each tanker will notify its receiver leader of any weather that will effect the refueling.

e. Tactics: Tactics will be as outlined in Fifteenth Air Force message, DCCP 808, 11 February 1955, "Quick Rise", except as follows:

- (1) Tanker formation will depart orbit points five (5) minutes prior to receivers latest ETA to the orbit point.
- (2) Final ETA of the bomber force for the orbit point will be furnished to the tanker force approximately fifteen (15) minutes prior to such ETA.
- (3) Electronic rendezvous equipment will be used to the maximum extent.

f. Timing:

- (1) See Attached chart.
- (2) Tanker forces will be over orbit point thirty (30) minutes prior to scheduled bomber force arrival at orbit point.

g. Communications:

- (1) VHF, UHF and HF frequencies and electronic rendezvous.

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equipment settings are as specified in Annex C of this Operations Order.

- (2) Normally, voice communications will be conducted only between bomber and tanker formation leaders. Radio silence will be maintained at all times except for necessary communications.

2. EMERGENCY PROCEDURES: See Annex "B", Appendix 2.

a. Desired base refueling altitude is 15,000 ft; however, tanker leaders will notify receiver leaders of any necessary change in refueling altitude or track due to weather.

3. REFUELING TIMES: Attached chart gives approximate times for B-47's to arrive at refueling areas.

4. RENDEZVOUS: ASN 12/76 will be the primary means of electronic rendezvous and ASN 11/23 will be secondary.

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX 4

TO

ANNEX B

OPERATIONS ORDER 200-55

GUNNERY FIGHTER INTERCEPTION

App 4 to Annex B
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HEADQUARTERS 307TH COMBOMBMENT WING MEDIUM
Lincoln Air Force Base, Texas
20 July 1955

APPENDIX A

TO

ANNEX B

OPERATIONS ORDER 200-55

GUNBOMB FIGHTER INTERCEPTION

1. 10-175: This flight is designated as Big Photo for interception purposes. Aircraft Commanders will indicate in the remarks section of the FSO the following: For flight service; Big Photo Mission, pass flight plan or 30th Air Division (Det) Earlfield Air Force Base, New Mexico.
2. 10-175: Will be as briefed. Penetration of Albuquerque ABIS will be at 33°10'N, 109°42'W. Exit from ABIS will be at 33°52'N, 109°40'W.
3. OPERATION OF EQUIPMENT: The A-6 Radar Control will be turned on as soon as possible as soon after take off as power requirements permit. The system will be operated in accordance with existing technical orders and the maximum number of lock-ons will be obtained on attacking fighters.
4. STANDARD: Fighters may be expected at any time from end of penetration to call break-up. Fighters will be based at Earlfield Air Force Base, N.M.
5. MESSAGE/INFORMATION: Identification and communication procedures will be in accordance with A-6 Regulation 51-1, dated 17 December 1954.
6. ATTACHED INFORMATION: The following gear of pursuit or attack may be expected from the fighters (USC SAC Reg. 11-6).

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a. Rear quarter attacks (high or low) which place fighter within firing range between azimuth angles of 30° and 90° (left or right) when measured from the bomber stern and not more than 20° above or below the horizontal plane of the bomber.

b. Tail attacks which originate between 30° left or right from bomber stern and not more than 30° above or below the horizontal plane of the bomber.

7. UNAUTHORIZED ATTACKS: Front quarter or head on attacks, i.e., attacks forward of 90° azimuth when measured from the bomber stern, are unauthorized and will be reported to the debriefing team upon landing. These attacks are in violation of SAC Regulation 51-6 and ADC Regulation 51-4.

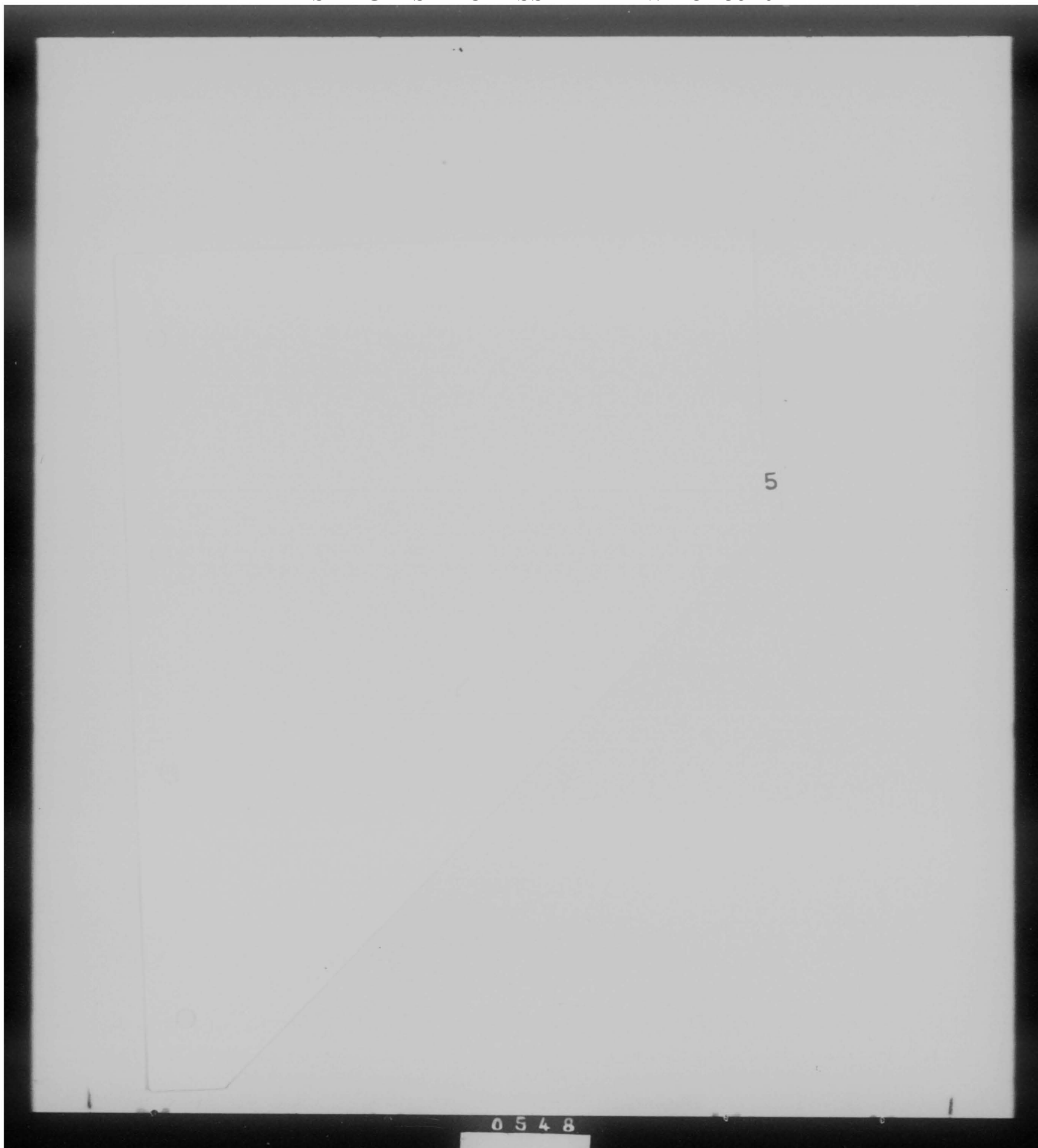
8. EVASIVE ACTION: No evasive action will be taken by bombers of this command during this mission.

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HEADQUARTERS 307TH BOMBARDMENT TROOP
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX 5

TO

ATTN: B

OPERATIONS ORDER 200-55

ARTS CIRCUMSTANCES

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307TH Ops Order 200-55
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HEADQUARTERS 307TH BOMBARDMENT WING MEDICAL
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX 5

TO

ANNEX "B"

OPERATIONS ORDER 200-55

ARTC CLEARANCES

1. ARTC CLEARANCES: The following has been cleared with ARTC for this flight. All altitudes are MSL.

a. B-47 (Primary):

<u>ROUTE</u>	<u>CLEARED ALTITUDES</u>
Depart Lincoln Air Force Base and climb to 22M on E. course LNK L/MF Range, thence continue climb to optimum to Des Moines	0 - 37 M
Des Moines - Worthington - Sioux Falls - Descent Point	35 - 37 M
Formation to descend on refueling track so as to be between 14.5 and 16.5 M prior to entering Green Airway 3. Clearance across Green Airway 3 and to end refueling at approximately Ness City	14 - 17 M

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<u>ROUTE</u>	<u>CLEARING ALTITUDES</u>
Climb to optimum altitude on refueling track to Dodge City	14 - 34 M
Dodge City - Las Vegas N.M. - Hobbs N.M.	31 - 34 M
Hobbs - Big Springs, Texas - Austin, Texas	33 - 36 M
Holding procedures between Big Springs and Austin	33 - 36 M
Austin - Greenwood, Mississippi	36 - 37 M
Greenwood - Montgomery, Alabama	36 - 38 M
Montgomery - Eufaula, Alabama - Muscle Shoals, Alabama - Paducah, Kentucky - St Louis	34 - 40 M *
St Louis - Walnut Ridge - Flippen VOR - Springfield, Missouri - Kansas City	35 - 40 M *
Kansas City - Lincoln	38 - 41 M *
*Refueling Altitude - 15,000 <u>Pressure Altitude</u>	
St Louis RES - 36,500 and 37,00 <u>Pressure Altitude</u>	
Kansas City RES - 37,500 and 38,00 <u>Pressure Altitude</u>	

b. B-47 (Alternate): In case alternate refueling track is used, the following will be cleared with ATC (by 307th Bomb Wing Headquarters):

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<u>ROUTE</u>	<u>CLEAR ALTITUDES</u>
Lincoln to 42°51'N, 96°46'W (top of climb)	0 - 37 M
Top of Climb to Sioux Falls	35 - 37 M
Worthington - Mason City - Boone - Descent Point (41°12'N, 94°09'W)	35 - 37 M
Descent Point to Rendezvous Point (14 miles SE Beatrice)	37 - 14 M *
Rendezvous Point - end refueling (20 miles E Russell)	14 - 17 M
End refueling - Dodge City	14 - 34 M

Remaining route same as primary route.

*Refueling altitude - 15,000' Pressure Altitude.

c. KC-97 (Primary):

<u>ROUTE</u>	<u>CLEARED ALTITUDES</u>
Lincoln - Beatrice	0 - 7 M
Beatrice - Grand Island	14 - 17 M
Grand Island - Orbit Point 41°20'N, 98°08'W - Dodge City - Descent Point (10 miles E Concordia)	14 - 17 M
Descent Point - Lincoln	17 - 0 M

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d. KC-97 (Alternate): In case alternate refueling track is used, the following will be cleared with ARTC (by 307th Bomb Wing Headquarters):

<u>ROUTE</u>	<u>CLEARED ALTITUDES</u>
Lincoln - Nebraska City (Orbit Point)	0 - 17 M
Nebraska City - Dodge City - Descent Point (10 miles E. Concordia)	14 - 17 M *
Descent Point - Lincoln	17 - 0 M

*Refueling altitude - 15,000 ft (Pressure altitude)

e. Clearance for this flight (B-47 primary or alternate) involves compulsory reporting at the following points: DDC - LWS - BGS - AUS - GRW - MGM - FOK - STL - SGF - LNK.

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
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APPENDIX 6

TO

ANNEX B

OPERATIONS ORDER 200-55

COMPETITIVE SCORING

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307th Ops Order 200-55
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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX 6

TO

ANNEX B

OPERATIONS ORDER 200-55

COMPETITIVE SCORING

1. This mission will be scored and the winning Bombardment Squadron determined under the provisions of SAC Technical Pamphlet 170-1A, pages 1 thru 5, dated February 1955, except as follows:
 - a. Item E concerning conformance with EWP will not be included in scoring thus reducing the total score from 250 to 225 points.
 - b. Sabotage penetration attempts will be made in connection with this mission on tactical aircraft and flyaway kits. However, Item H2 of referenced pamphlet concerning sabotage of flyaway kits will not be included in the scoring of the tactical squadrons and Item H3, concerning violation of sabotage ground rules, will not be included in scoring the mission.
2. It will be the responsibility of the 307th Bomb Wing Comptroller to compile the scoring data.
3. Results of the competition will be announced at mission critique.

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

APPENDIX 7

TO

ANNEX B

OPERATIONS ORDER 200-55

TAKE-OFF DATA

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
 Lincoln Air Force Base, Nebraska
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APPENDIX 7TCANNEX DOPERATIONS ORDER 200-55TAKE-OFF DATA

B-47 Take-Off Data -

Aircraft Basic Weight	82,012
Crew Weight	765
Cil Weight	423
ATO Bottle Weight	N/A
Ext Tanks	N/A
Operating Weight	83,200
Fuel FM	17,500
CM	17,500
AM	20,500
Fwd Aux	6,435
DE	8,438
ATO	3,627
TOTAL FUEL WEIGHT	74,000
Bomb Weight	N/A
Armo Weight	N/A

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B-47 Take-Off Data (Cont'd)	
INITIAL GROSS WEIGHT	157,200
Start & Taxi Fuel Weight	3,000
TAKE-OFF GROSS WEIGHT	154,200
Pressure Altitude	1191'
Runway Length	10,600'
Air Temperature	98°F
Critical Field Length	9540'
T.O. Distance	8260
T.O. Speed	142.5K
Refusal Speed IAS	121 K
Dest Flare IAS	158
Line IAS	86

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KC-97G TAKE-OFF DATA

Aircraft Basic Weight		89,000
Crew Weight (7)		2,093
Oil Weight		1,470
Operating Weight		92,563
Fuel #1 Tank	1770 gal	10,178
#2 Tank	870 gal	5,005
#3 Tank	870 gal	5,005
#4 Tank	1770 gal	10,178
CW Tank	100 gal	575
Ext Tank (JP-4)	1382 gal	9,000
Deck Tank (JP-4)	4155 gal	27,000
Total Fuel Weight		66,941
INITIAL GROSS WEIGHT		159,504
Start and Taxi Fuel Weight		1,500
TAKE-OFF GROSS WEIGHT		158,004
EQUIVALENT PERFORMANCE WEIGHT		175,000
Pressure Altitude	1191'	
Runway Length	10,600'	
Air Temperature (37°C)	98°F	
T.O. Distance	6525'	
T.O. Speed	129	
Line Speed	96	

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KC-97F TAKE-OFF DATA

Aircraft Basic Weight		89,000
Crew Weight (7)		2,093
Oil Weight		1,470
Operating Weight		92,563
Fuel	#1 Tank	1770 gal 10,178
	#2 Tank	740 gal 4,255
	#3 Tank	740 gal 4,255
	#4 Tank	1770 gal 10,178
	CW Tank	100 gal 575
	Deck Tank (JP-4)	5770 gal 37,500
Total Fuel Weight		66,941
INITIAL GROSS WEIGHT		159,504
Start and Taxi Fuel Weight		1,500
TAKE-OFF GROSS WEIGHT		158,004
EQUIVALENT PERFORMANCE WEIGHT		175,000
Pressure Altitude	1191'	
Runway Length	10,600'	
Air Temperature (37°C)	98°F	
T.O. Distance	6525'	
T.O. Speed	129	
Line Speed	96	

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Annex I to
307EN Ops Order 200-55
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STAFF AIRCRAFT PERFORMANCE ENGINEERS COMB PROFILE FLIGHT PLAN (NO KIND) AIRCRAFT TYPE AND MODEL DESIGNATION KC-97F TARGET DESIGNATION PAGE NUMBER

MISSION PROFILE Altitude (Feet) (Thousands of feet)

CONDITION ALTITUDE T.A.S. MACH TIME EACH CONSUMPTION TOTAL FUEL EACH CONSUMPTION TOTAL GROSS WEIGHT EACH PERIOD TOTAL DIS. TANCE

MISSION PROFILE Altitude (Feet) (Thousands of feet)

CONDITION ALTITUDE T.A.S. MACH TIME EACH CONSUMPTION TOTAL FUEL EACH CONSUMPTION TOTAL GROSS WEIGHT EACH PERIOD TOTAL DIS. TANCE

REMARKS KC-97F will use KC-97G airspeeds - max eq (175000) for TO & 15000 for RT 5% additional fuel for formation - 15% hotter than standard day used.

NON-DEPENDABLE DATA BASIC WEIGHT 89000 CREW NO. 7 2093 OIL WEIGHT 1470 AMMO WEIGHT (LBS) - MISCELLANEOUS WEIGHT - MINIMUM LANDING WEIGHT 92563

FUEL QUANTITY AND WEIGHT TANKS GALLONS 1 1770 10178 2 740 4255 3 740 4255 4 1770 10178 5 100 575 TOTAL 66943

EXPENDABLE DATA BOMBS WEIGHT - CHAFF WEIGHT - AMMO WEIGHT (LBS) - WEIGHT OF EX. TANKS, PYLONS, AND BRACKLES (LBS) - ATD WEIGHT (airframe or expendable weight) - WATER INJECTION FLUID WEIGHT - TAKE-OFF GROSS WEIGHT 159504

FUEL GRADE 115/145 JP-4 5.75/6.5 LANDING RESERVE WEIGHT 55664 NUMBER OF GALLONS 970 TOTAL MISSION DISTANCE (Nautical Miles) 61680 ± 130 min FIELD ELEVATION (Feet above sea level) 1191 CRITICAL FIELD LENGTH (Feet) 6525 AVAILABLE RUNWAY LENGTH (Feet) 10600

GENERAL DATA SPEED 96 knots TAKE-OFF 129

DATE 17 July 55 NAME OF INDIVIDUAL WILLIAM T. KIDDERLIN Captain, USAF

SAC FORM 301 REPLACES SAC FORMS 80-18A, 1 AUG 51, AND 80-18B, 1 AUG 51, WHICH MAY BE USED.

See Form 301, (Rev. 3-11-54)

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HEADQUARTERS 307TH BOMBARDMENT WING (MEDIUM)
Lincoln Air Force Base, Nebraska
20 July 1955

ANNEX C

TO

OPERATIONAL ORDER 200-55

COMMUNICATIONS

Annex C to
307BW Ops Order 200-55
20 July 55

11-57

This Annex consists of 6 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING MEDIUM
Lincoln Air Force Base, Nebraska
20 July 1955

ANNEX "C"

TO

OPERATIONS ORDER 200-55

COMMUNICATIONS

1. GENERAL:

- a. Radio communications procedures will be in accordance with SACCEI.
- b. H.F. Tactical Position Reports and Strike Reports will be transmitted as specified in paragraphs 3a and 3b, this Annex.
- c. H.F. Radio Communications will be utilized to the maximum extent possible as a primary and back-up communications media.

2. CHANNELIZATION:

a. U.H.F.

- (1) All aircraft will be channelized as outlined in Wing Letter 100-1 with tactical channelization as indicated in the Communications flimsy.

b. H.F.

- (1) B-47 and KC-97 aircraft will be channelized as outlined in SACCEI.

c. V.H.F.

- (1) KC-97 aircraft will be channelized as outlined in current effective Radio Facility Charts with tactical channelization as indicated in the Communications flimsy.

Annex C
307BW Ops Order 200-55
20 July 1955

Page 2 of 6 Pages

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3. CALL SIGNS:

a. Refueling Area:

(1) B-47 Aircraft:

<u>First Cell</u>	<u>Second Cell</u>	<u>Third Cell</u>
ROCKY WHITE LEADER	ROCKY GREEN LEADER	ROCKY BLUE LEADER
ROCKY WHITE TWO	ROCKY GREEN TWO	ROCKY BLUE TWO
ROCKY WHITE THREE	ROCKY GREEN THREE	ROCKY BLUE THREE

(2) KC-97 Aircraft:

(a) Tanker aircraft will use same color and numerical designation for flights, prefixed with tactical call sign RUNNER.

b. In transmitting H.F. Tactical Position Reports, the unit tactical call with permanently assigned numerical suffix will be used.

EXAMPLE: OFFUTT THIS IS ROCKY 23-

c. ATC Reporting:

(1) Unit tactical call sign with permanently assigned numerical suffix will be used. The mission nickname FIRST OUT will constitute the first word of the message text in all ATC reporting.

EXAMPLE: "KANSAS CITY RADIO THIS IS ROCKY 23 - FIRST OUT MISSION OVER KANSAS CITY AT THREE FIVE-OVER"

d. 307th Bomb Wing Control Room:

(1) The call sign for the 307th Bomb Wing Control Room is ROCKY.

3. REPORTS:

a. H.F. Tactical Position Reports:

- (1) Hourly Tactical H.F. Position Reports will be made by individual aircraft when not in cell formation. Reporting schedule will be as outlined in SACCEI paragraph 2101.4a.
- (2) When in cell formation, Lead Aircraft in each cell will make hourly H.F. Position Reports for all aircraft within the cell.
- (3) H.F. Tactical Position Reports will not be required during RBS runs or Air Refueling rendezvous.
- (4) All H.F. Position Reports will be relayed to ROCKY.

b. Strike Reports: (B-47 Aircraft Only)

- (1) H.F. Strike Reports will be transmitted immediately after bombs away over St Louis. Strike report format will be as outlined in S.C Manual 55-8 and SACCEI paragraph 2101.4a.
- (2) The Strike Report will be transmitted to any A.CS station located at least 1500 miles from the target.
- (3) For the purpose of this mission McChord is designated as primary control and March as secondary, for transmitting strike reports.

c. Air Refueling Reports: (KC-97 Aircraft Only)

- (1) Air Refueling Reports, T-11 and M-11 will be in accordance with S.C Manual 55-8G and S.C Manual 55-8D. T-11 and M-11 reports will be relayed to ROCKY.

Annex C
307BW Ops Order 200-55
20 July 1955

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- (2) During refueling B-47 aircraft will give tankers their standard tactical call sign to enable them to transmit T-11 and M-11 Reports.

5. MONITORING PROCEDURES:

a. All B-47 aircraft, whether in cell formation or not, will comply with provisions of SAC Monitoring Procedure Alfa during the entire mission except during RBS runs and Air Refuelings.

6. H.F. BACKUP COMMUNICATIONS:

a. Effectiveness of H.F. back-up communications will be tested by all B-47 aircraft as follows:

- (1) Contact between Lead Aircraft and other aircraft in each cell will be established on Channel 4 H.F. interplane frequency.
- (2) Lead B-47 aircraft in each cell will attempt H.F. contact with Lead Tanker when approximately 100 miles from rendezvous area on Channel 4, H.F. interplane frequency.

7. H.F. CONTROL STATIONS:

a. H.F. Control Stations will be Offut, primary and Carswell, secondary. Recall or any other necessary information will be transmitted to aircraft through these stations.

8. LOGS:

a. Communications Logs will be maintained in flight in accordance with instructions contained in paragraph 5f, 307th Bomb Wing Letter 100-2.

Annex C
307BW Ops Order 200-55
20 July 1955

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9. PROCEDURES:
 - a. Air/Ground Radio-Telephone Procedures will be in accordance with USAF Supplement to ACP 125 (A).
10. RECOGNITION AND AUTHENTICATION:
 - a. Recognition and authentication will be in accordance with paragraph 5e, Wing Letter 100-2.
11. I.F.F.:
 - a. I.F.F. will be as prescribed in SAC Regulation 55-23.
12. NAVIGATIONAL AIDS:
 - a. As outlined in current effective Radio Facility Charts.
13. EMERGENCY PROCEDURES:
 - a. Emergency procedures will be as outlined in current effective edition of Supplementary Flight Information Document, North America.
14. RECALL:
 - a. The recall word for this mission will be "BENS POLLY".

DISTRIBUTION:

Same as basic

LOUIS G THORUP
Colonel, USAF
Commander

OFFICIAL:


ROBERT W CHRISTY
Colonel, USAF
Director of Operations

Annex C
307EW Ops Order 200-55
20 July 1955

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HEADQUARTERS 307TH BOMBARDMENT WING MEDICAL
Lincoln Air Force Base, Nebraska
20 July 1955

ANNEX D

TO

OPERATIONS ORDER 200-55

SECURITY

Annex D to
307TH Ops Order 200-55
20 July 55

This Annex consists of 3 Pages.

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HEADQUARTERS 307TH BOMBARDMENT WING AFB
Lincoln Air Force Base, Nebraska
20 July 1955

ANNEX "D"

TO

OPERATIONS ORDER 200-55

SECURITY

1. Aircraft security procedures including anti-sabotage inspection prior to flight will be accomplished. Attention is directed to SAC Technical Pamphlet 170-1A, February 1955.
2. It is the joint responsibility of the 818th Air Police Squadron and the personnel of this wing to secure and defend all those elements which are indispensable to the accomplishments of this mission.
3. Penetration teams will be established and sabotage efforts will be attempted prior to the mission take-off.
4. Personnel, military or civilian who cannot show "right or need" to be in Restricted Areas and are apprehended will be turned over immediately to the Air Police at the access points on the flight line.
5. In the event of emergency landings, Aircraft Commanders are responsible for security of aircraft.
6. The Squadron Commander, through his security officer, or his designee, will be responsible for the clearance status of all personnel assigned his unit and will personally identify them for access to classified briefings and critiques.

Annex D
307BW Ops Order 200-55
20 July 1955
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7. A meeting of all security officers assigned to this wing will be scheduled prior to mission take-off to determine procedures and techniques for improvement of the Wing security status.

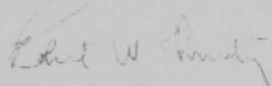
8. Attention is directed to Air Force Regulation 205-1, paragraph 16b, Attachment 1, which pertains to unauthorized disclosure of classified material.

DISTRIBUTION:

Same as basic

LOUIS G THORUP
Colonel, USAF
Commander

OFFICIAL:


ROBERT W CHRISTY
Colonel, USAF
Director of Operations

Annex D
307BW Ops Order 200-55
20 July 1955

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

SUBJECT: Programming Plan Report for August 1955

TO: Commander
Eighth Air Force
Attn: Comptroller
Westover Air Force Base
Massachusetts

1. This is the sixth monthly report on the conversion of the 307th Bombardment Wing (M) (307th Bomb Wing Programming Plan 1-55).

2. During August, this Wing flew 218 B-47 sorties for a total of 1216 hours, and 95 KC-97 sorties for 419:35 hours. Approximately 27 B-47 sorties were lost due to drag angle modification and of 40 aircraft assigned, nine (9) aircraft still require this modification. For B-47 aircraft, 5:15 hours were used for SAC Regulation 51-19 crew checkouts, 11:30:55 hours for SAC Regulation 50-43 training, 22:55 hours for operational crew training, 17:20 hours for ferrying aircraft, 39:35 hours for test and 44:10 hours on higher headquarters directed missions. This latter time was also used for 50-8 or 50-43 training.

3. SAC Regulation 50-43 crew flying training is 64% completed. Eight (8) crews are combat ready. Three (3) crews have completed Standardization Checks but will require two (2) additional missions each for activity and proficiency. Thirteen (13) additional crews will be upgraded in September. The remaining nine (9) crews of the original thirty-three (33) assigned are projected to be ready during October and November. The Air Refueling Program is progressing satisfactorily with twenty-one (21) crews having completed training.

4. Although the maintenance organization of the Wing produced 1216 total and 1159 of 60-9 scheduled B-47 hours against an estimate of 1176 hours, training is still hampered by K-System, Radar and A-5 maintenance difficulties. The weaknesses in these areas are due primarily to a shortage of skilled and supervisory personnel. Other key maintenance areas of difficulty are electrical, instrument and fuel cell.

5. Additional emphasis must be given to the adverse effect radar equipment unreliability is having on the conversion program of this Wing. The lack of qualified maintenance personnel, the shortage of key items of test equipment and the deficiencies

If in closure () is (are) withdrawn (or not attached) the classification of this correspondence will be downgraded to *Unclassified* in accordance with AFR 203-1.

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Hq 307BW(M), 307DOT, Subj: Programming Plan Report for August 1955 CONFIDENTIAL

inherent in the antiquated electrical and radar installations on our assigned aircraft combine to seriously reduce the desired level of bombing activity, as well as activity in other areas, by our combat crews. As a result our crews have accomplished many less actual radar bombing attacks than programmed, or than desired prior to combat readiness; thus, these crews, while demonstrating acceptable proficiency, must be considered only marginally experienced. Continued stress is being placed on an aggressive OJT program for maintenance personnel, as well as in-flight maintenance training for observers, and local manufacture of certain items of test equipment in order to support to the maximum the programmed radar training.

6. Officer personnel status is generally satisfactory. There are 42 B-47 crews and 22 KC-97 crews formed. There are some important shortages which affect the status of the Wing, including four (4) Survival and Training Equipment Officers (of four (4) authorized), four (4) Personnel Officers and one (1) each Flight Test Maintenance Officer, Aircraft Maintenance Officer and Production Control Officer. Assignment of qualified persons in these positions would facilitate the advancement of the Wing.

7. Airman status still presents problems in the 5 and 7 skill level in most areas, particularly those maintenance difficulty areas mentioned above, and in the administrative field. An acute shortage of clerical help is affecting administrative activity. To compensate for the shortage of personnel section members, a Wing Consolidated Personnel Section has been formed; however, an input of administrative personnel is urgently required.

8. Activity of the 307th Air Refueling Squadron was hampered by required TOC on propellers. These affected the "P" series primarily, and contributed to the failure of that squadron to meet flying hour allocation.

9. The following actions by higher headquarters are recommended:

a. Provide personnel inputs at an increased rate to fill the Wing's critical personnel shortages.

Louis G. Thorup
LOUIS G THORUP
Colonel, USAF
Commander

10 Incls:

1. Crew Training
2. Personnel
3. Materiel
4. Chart, B-47 Combat Readiness
5. Chart, B-47 Flying Hours
6. Chart, Flying Tng % Completed
7. Chart, B-47 Initial Field Check
8. Chart, B-47 Inflight Refuel Checks
9. Chart, Special Weapons Checkouts
10. Chart, B-47 Ground Tng Completed

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PROGRAMMING PLAN REPORT FOR AUGUST

SECTION I: Crew Training

1. During August, 218 B-47 sorties were flown, to accomplish:

	<u>AUGUST</u>		<u>CUMULATIVE</u>	
	<u>Program</u>	<u>Accomp</u>	<u>Program</u>	<u>Accomp</u>
B-47 Flying Hours	1176	1216	5159	4233
SAC Reg 51-19 Checks	—	1	33	33
AR Checks (See para 2b)	6	9	21	21
Special Weapons Checks	8	14	24	22
Upgrading to Ready Status	7	5	10	8

a. During August an average of 37.0 B-47's have been available. Maintenance requirement for the month was estimated as 189 sorties for 1176 hours. Flown against this 60-9 schedule were 189 sorties for 1159 hours.

b. Radar and K-Systems difficulties were the primary cause of loss of training. These difficulties are aggravated by the shortage of qualified maintenance personnel. 202 of a scheduled 377 RBS runs were completed. In addition, 5 runs were made on "Posthole". Six (6) were scheduled.

2. As of 31 August, 64% of SAC Regulation 50-43 flying requirements were completed, of a re-programmed 65%.

a. By 31 August, 77% of 50-43 flying training was originally programmed to be completed. The original program was based on having 45 aircraft assigned in August. Actually, only 40 (including one (1) damaged in a major accident) are presently assigned. Because of this and the previous slippage in the aircraft delivery program, a revision has been necessary. It is now estimated that 24 crews will be operational by 30 September, and the remainder of the original 33 by 30 November.

b. The Air Refueling Training Program is proceeding satisfactorily. Twenty-one (21) crews have completed checkouts. Nine (9) additional crews are partially completed. The lessening of higher headquarters requirements placed on the 307th Air Refueling Squadron during August, and the use of refueling sorties only for the checkout program and not for other training missions allowed us to remain on schedule in this area.

c. Bomber stream type missions were run on 23 and 31 August, involving nine (9) B-47's each day. These missions, designed to test the combat capability of our crews, produced satisfactory results and, in addition, provided extremely valuable training for the entire Wing. In addition, a six (6) aircraft B-47 bomber stream mission was accomplished during August in support of Operation "Posthole".

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Section I: Crew Training (Cont'd)

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d. Three (3) of thirty-three (33) originally assigned crews were combat ready and five (5) additional crews were declared ready during August. In addition, three (3) crews have completed all but two (2) missions toward being ready. Thirteen (13) additional crews are scheduled to be ready during September, bringing the Wing to twenty-four (24) crews by 30 September. Of those crews scheduled to be ready in September:

<u>Number of Crews</u>	<u>Approximate Missions Needed</u>
5	1 to 3
5	3 to 5
3	5 or more

The remaining nine (9) original crews are scheduled to upgrade during October and November. They need an average of seven (7) missions each.

3. Ground training under SAC Regulation 50-43 and 51-19 for crew members is progressing satisfactorily. We planned to have 86% completed by 31 August; we have completed 94%.

a. Special Weapons Refresher Training has been completed for 22 crews. The remaining crews are scheduled to complete in early September.

b. Requests for waiver of 51-19 Survival and Combative Measures will be required for crews upgrading in September. Eighth Air Force has not had quotas available for Survival. Even if they had, we could not have released the crews upgrading by 1 October for this training. The Base has actually generated enough training man-hours for us in Combative Measures but the crews have not been able to take advantage of all hours available and accomplish other prerequisite priority 50-43 training. Every effort is being made to accomplish the required 15 hours of Combative Training.

c. Training in personal and emergency equipment areas is handicapped by a shortage of qualified personnel in the Wing.

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PROGRAMMING PLAN REPORT FOR AUGUST

SECTION II: Personnel.

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I. Overall Wing Personnel Status:

1. Airman Manning:

a. As of 31 August, 1367 airmen were assigned to the Wing against an authorization of 1613 airmen. Of the number assigned, 929 are effective. Our airman body and effective manning are 84.7% and 57.5% respectively. These statistics represent a slight increase in our effective manning over the month of July (54.2%), and is due to our OJT Program, wherein airmen have been upgraded and are now filling 5 and 7 level positions, which had been formerly vacant. It is anticipated that 43 airmen will be separated in September and 37 in October. These projected losses spread throughout most of the airman career fields. Seventy-two (72) of these eighty (80) airmen are supervisors, classified at the 5 and 7 skill levels. An input of sixty-seven (67) airmen is anticipated during September and October; however, since most of these personnel are classified at the apprentice or "3" skill level, they will not compensate for our losses.

2. Specific soft spots presently exist in the following areas:

a. Armament Systems Maintenance - 32 Career Field. We are only 20.6% effectively manned. Consequently the K-System and Gunlaying maintenance performance of this organization is below average. This deficiency can be traced back to the initial equipping date of the 307th Bomb Wing in March 1955, at which time only ten (10) hard core specialists were assigned as compared to the minimum amount of thirty-three (33) hard core specialists required to be in place by the initial equipping date. (Reference SAC Manual 27-1, B-47 Planning Factors.) The following are specific Air Force Specialities within the Armament Systems Career Field in which critical shortages exist:

AFSC	Authorized	Assigned	Projected Loss - 90 Days	Projected Gain
32150B	5	0	0	0
32150C	5	0	0	0
32150D	4	0	0	0
32150E	39	6	1	0
32170E	35	4	0	4
32350C	45	8	0	0
32370C	12	0	0	0

b. Aircraft Accessories Maintenance - 42 Career Field. We are 44% effectively manned. Specific areas within sub-divisions of this Career Field are as follows:

- (1) Aircraft Instrument Repairman (422). We are only 38% effectively manned.

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Section II: Personnel (Cont'd)

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(2) Aircraft Electrical Repairman (423). Thirty-seven (37) of an authorized seventy-three (73) are effective, or 50.6%.

c. Office Machine Repairman (401X0). We are authorized two (2) airmen in this Career Field sub-division, and have one (1) assigned. The one (1) airman assigned is to be separated within sixty (60) days.

d. Photographic Repairman (402X0). We are authorized thirteen (13) and have seven (7) assigned, or 53% effective.

e. Machine Shop Specialists (531X0). We are authorized eight (8) and have five (5) assigned, or 62.5% effective. Two (2) airmen are due for separation in sixty (60) days.

f. Painters (552X1). We are authorized four (4) and have one (1) effective, or 25%.

g. Parachute Rigger (581X0). Fourteen (14) airmen out of an authorization of twenty-three (23) are effective, or 60%.

h. Rubber Products Repairman (582X0). We are authorized two (2), but have one (1) assigned. This airman is presently TDY on an Eighth Air Force project for approximately four (4) months.

i. Supply (641X1). We are 60% effectively manned, having thirty-three (33) out of an authorization of fifty-five (55) assigned, with a projected loss of two (2) within sixty (60) days.

j. Administration (70 Career Field). We are authorized eighty-five (85) clerks and have fifty-one (51) assigned, or 60%. We are anticipating a loss of ten (10) airmen within sixty (60) days.

k. Personnel (73 Career Field). We are authorized forty-six (46) specialists and have twenty-seven (27) assigned, or 58%, with an anticipated loss of five (5) within the next sixty (60) days.

l. Crew Protection (92 Career Field). We are authorized fifteen (15) and have six (6) assigned. Only three (3) airmen of these six (6) are effective, or 20%.

3. Officer Manning:

a. As of 31 August 1955, 333 officers were assigned to the Wing, against an authorization of 428. Our body and effective manning are 77.8% and 77.1% respectively. These statistics represent an improvement in our manning over the month of July (75.2% and 74.5% respectively). This increase is attributed to a gain of B-47 type personnel during the month of August.

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Section II: Personnel (Cont'd)

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b. While our body and effective manning has improved during the month of August, the following critical soft spot areas exist:

	<u>AFSC</u>	<u>SHORT</u>
(1) Survival and Training Equipment Officer	1435	4
(2) Intelligence Officers	2054	2
(3) Flight Test Maintenance Officers	4344	1
(4) Aircraft Maintenance Officer	4344	1
(5) Production Control Officer	4355	1
(6) Supply Officers	6424	2
(7) Personnel Officers	7324	4
(8) Aeronautical Engineer	8616	1

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PROGRAMMING PLAN REPORT FOR AUGUST

SECTION III: Materiel.

1. Logistics:

a. Target date for the final submission of the Wing Mobility Plan has been set back until 1 October 1955. Date re-established because of delay in receiving corrected copy of Draft Mobility Plan from Headquarters 15th Air Force.

b. An accelerated Mobility Box Construction Program is being pursued. Shipping containers are being cut and assembled, by assembly line production method in the 307th Field Maintenance Wood Shop. A request has been submitted for the hiring of four (4) civilian carpenters to assist in the fabrication program and to insure completion by 25 October 1955.

2. Supply:

a. Eighty-two (82) percent of Unit Mission equipment and eighty-six (86) percent of Unit Support equipment has been received.

b. Critical items, as follows, have been reported to 818th Air Division:

- (1) 307th A&E Sqdn: 84 items of test equipment.
- (2) 307th Air Refuel Sqdn: 17C and 18D tools.
- (3) 307th Fld Maint Sqdn: 17A-B-C tools.
- (4) 307th Per Maint Sqdn: 17-B-C, 18A tools.
- (5) 370th BomRon: Small and medium oxygen masks, E-10 computers, 18A, 18D and 17B tools, K2B flight suits.
- (6) 371st BomRon: Brief Cases, 17B tools, bombardier cases, K2B flight suits, hack watches.
- (7) 372nd BomRon: 17B tools, holster Cal. 38, K2B flight suits, brief cases, bombardier cases, headsets, A/C/10, hack watches.
- (8) 307th Headquarters Sqdn: None.
- (9) 307th Tactical Hospital: 1 each infirmary, airborne.

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Section III: Materiel (Cont'd)

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c. Training: 60% of assigned supply personnel have completed the SAC Supply Refresher Course. 80% of Maintenance supervisors have completed the 65-2 school.

d. Personnel: Wing authorized 69, assigned 43. Loss by January 1956, seven (7). Forecast incoming, two (2) each 64131.

3. Maintenance:

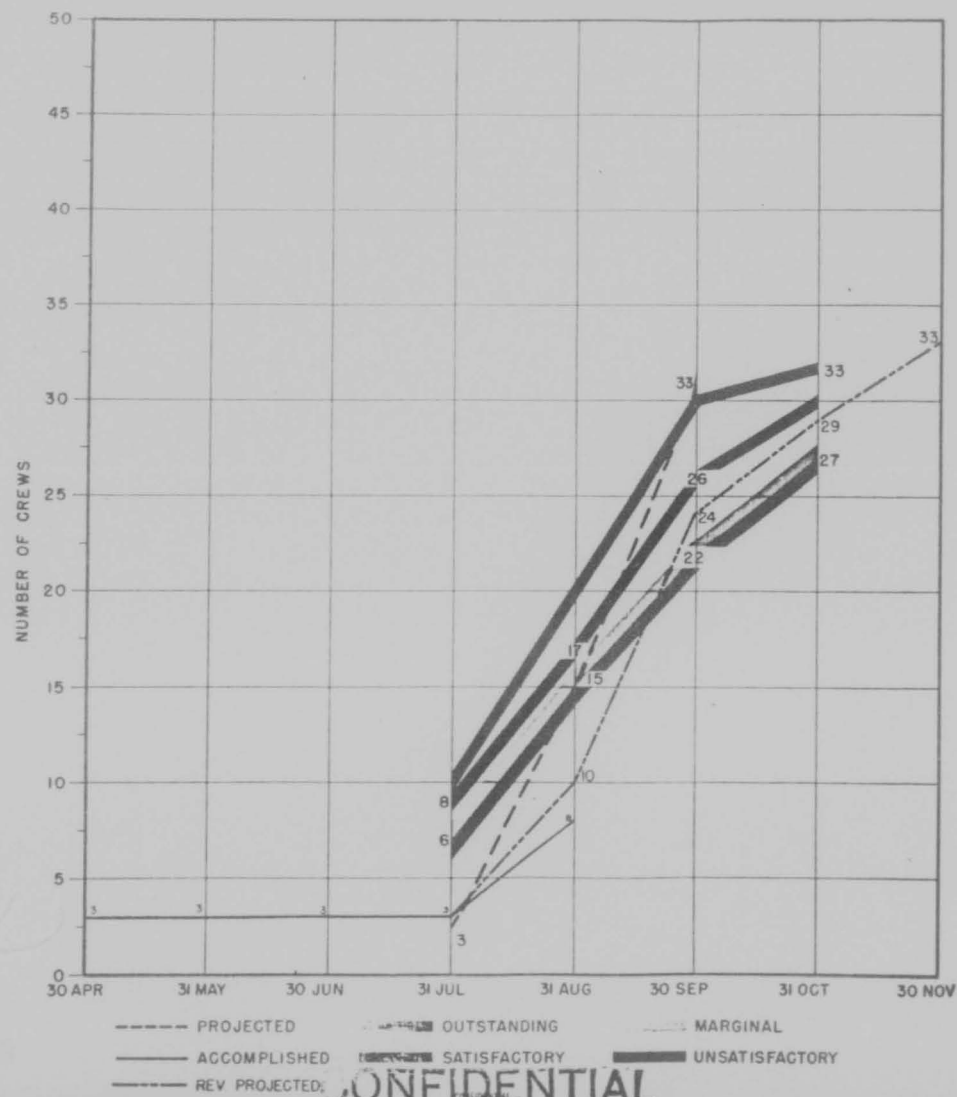
a. Flying hours lost during August by major causes:

(1) B-47: Operational Damage	48 Hrs
Tulsa Drag Angle Modification	162 Hrs
AACP	45 Hrs
Tinker - IRAN	<u>12 Hrs</u>
<u>TOTAL</u>	267 Hrs Lost
(2) KC-97: Tinker - IRAN	90 Hrs
Major Damage	45 Hrs
Props (TOC)	135 Hrs
Throttles (TOC) and AACP	<u>90 Hrs</u>
<u>TOTAL</u>	360 Hrs Lost

b. Quality Control has instituted a refined standard for inspection. Every aircraft leaving Periodic and Postflight Inspections are given a strict and thorough inspection by Quality Control. This extensive program will improve the quality of the overall maintenance effort.

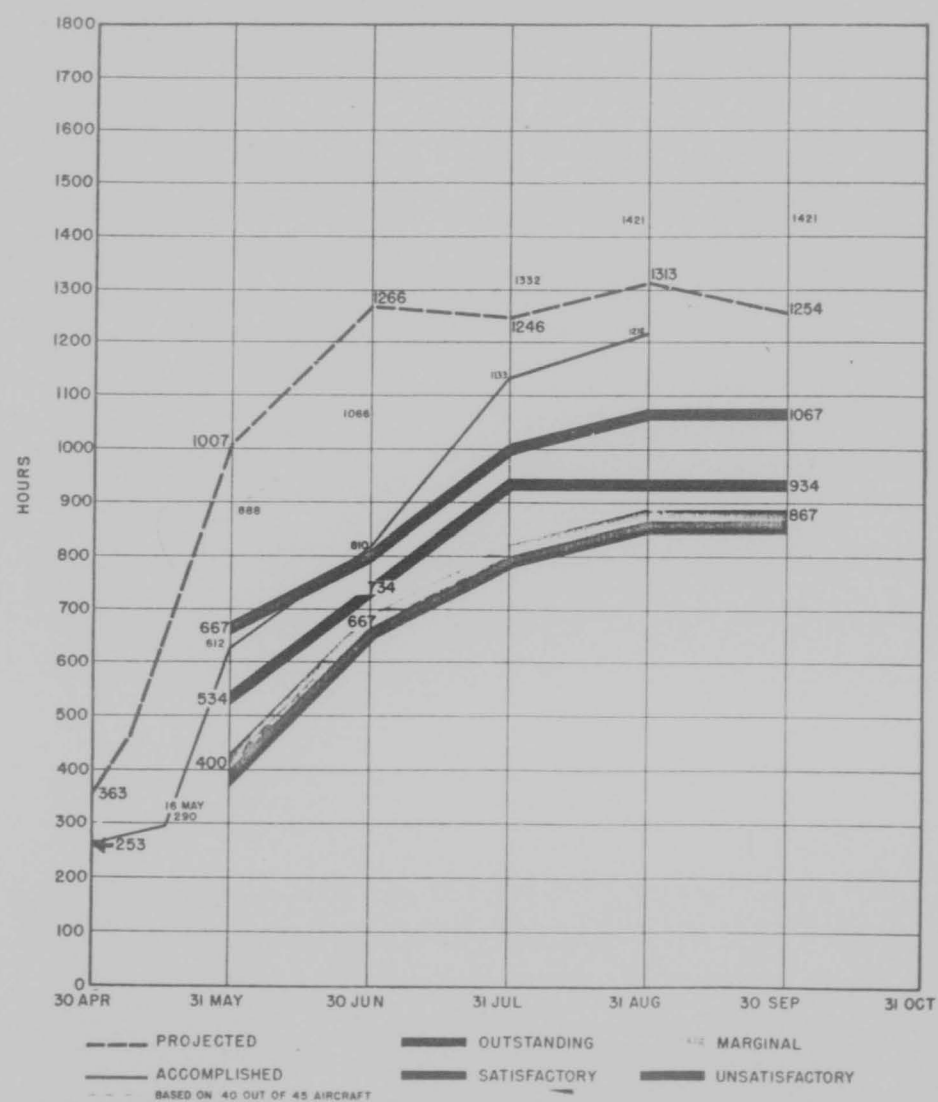
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B-47 Combat Readiness
SAC REG 51-19 & 50-43



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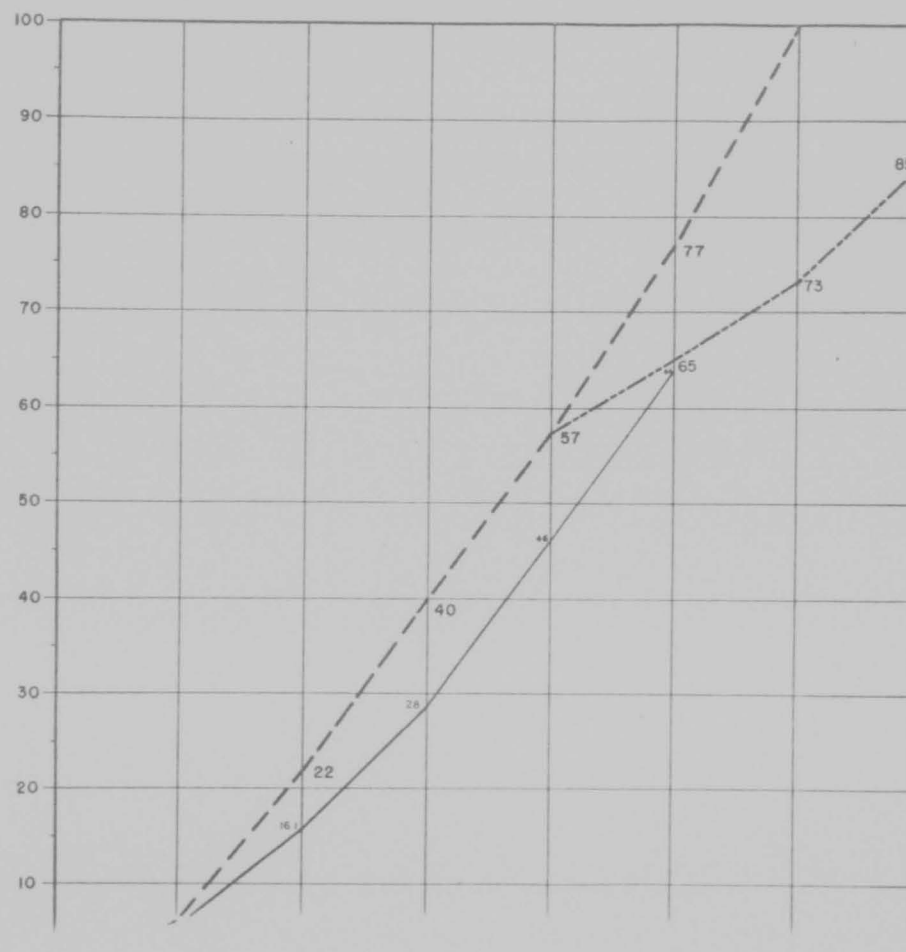
B-47 Flying Hours



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Flying Training ~ % Completed
SAC REG 50-43



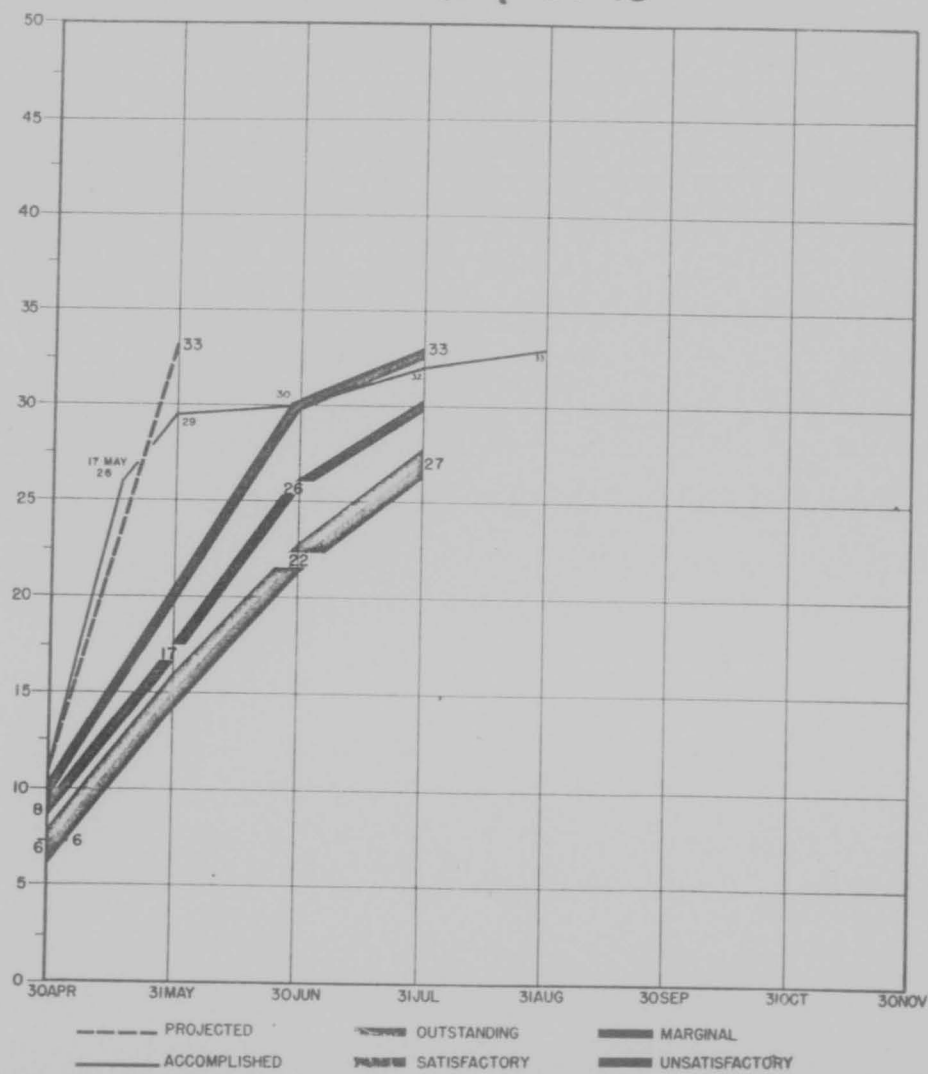
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B-47 Initial Field Check

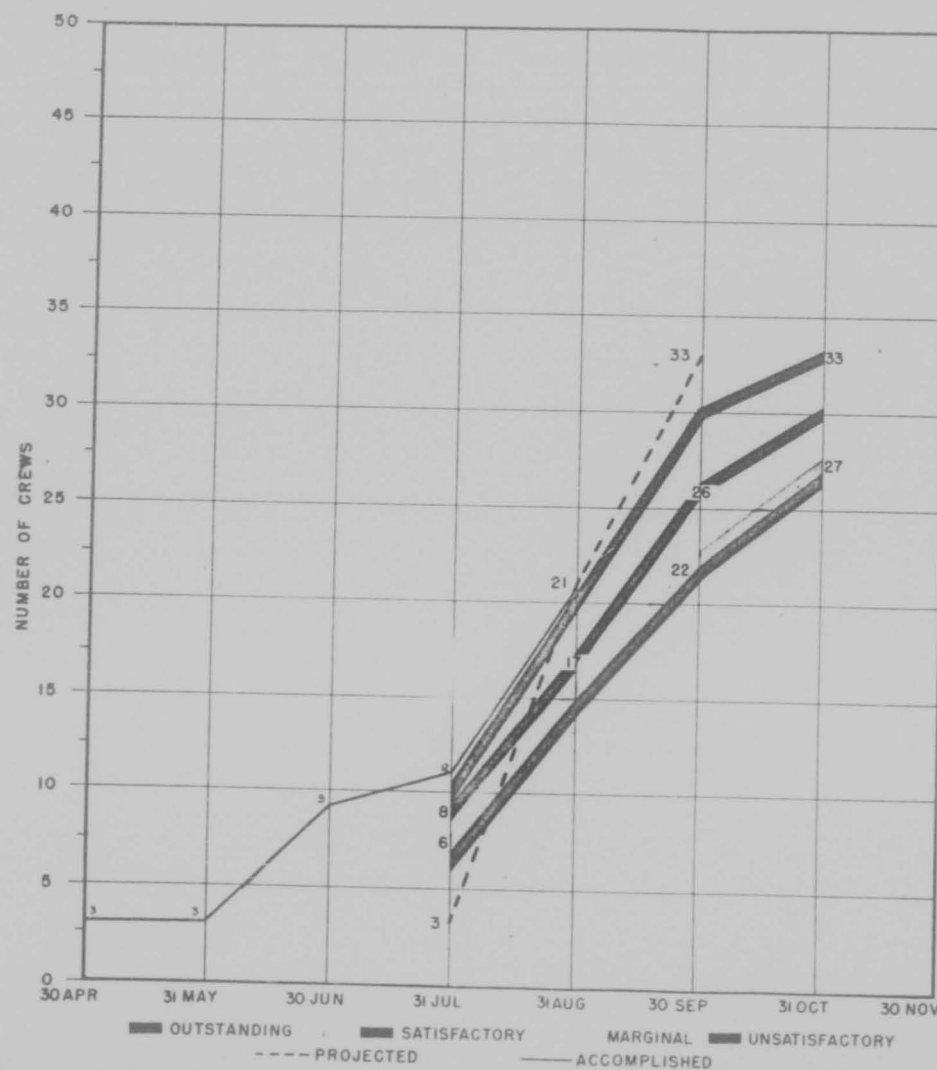
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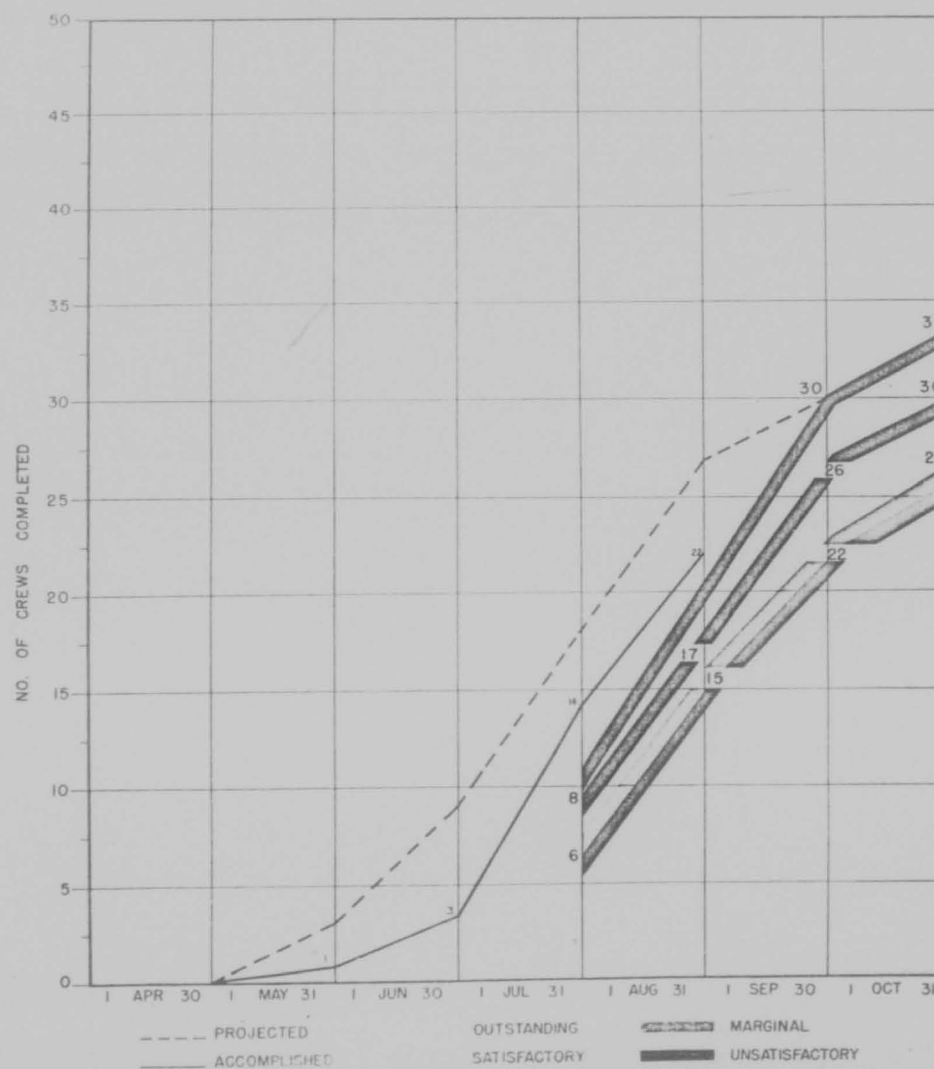
CONFIDENTIAL

In-Flight Refueling Checkout

CONFIDENTIAL

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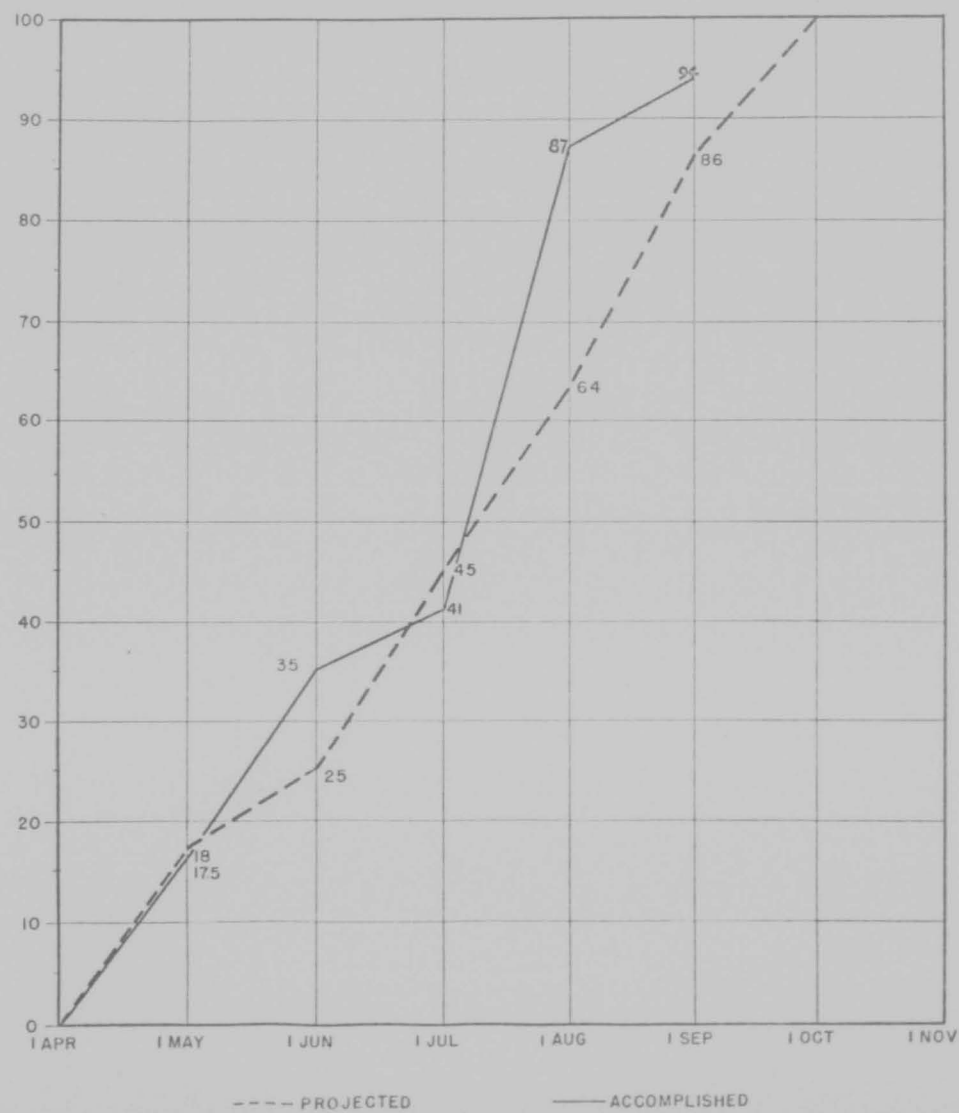
CONFIDENTIAL
Special Weapons Checkouts



CONFIDENTIAL

0589

CONFIDENTIAL CONFIDENTIAL
Ground Training - % Completed
 SAC REG 50-43



CONFIDENTIAL

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CONFIDENTIAL

HEADQUARTERS
818TH AIR DIVISION
Lincoln Air Force Base
Lincoln, Nebraska

DIVISION COMMANDER'S REMARKS

PART VI

AIR TRAINING REPORT FOR MONTH OF AUGUST

307th Bombardment Wing

(RCS: 3-SAC-T12)

1. The lack of adequate numbers of tanker sorties continues as a restrictive factor toward meeting the combat readiness date of this unit. However, I believe the combat readiness date can be met; providing, the refueling resources of the 307th Air Refueling Squadron can be directly applied to the needs of its parent Wing.

2. The over-all maintenance skill level continues to be low, despite the on-the-job training program. This situation, especially in K and radar maintenance, will continue to plague the 307th Bombardment Wing until additional qualified personnel are assigned or until the presently assigned personnel receive sufficient training to adequately perform their duties.

Claude E. Putnam
CLAUDE E PUTNAM
Brigadier General, USAF
Commander

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HEADQUARTERS
SOUTH ASSAULTMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

30VDT

SUBJECT: PART V: Wing Commander's Remarks (RCS: 3-SAC-T12)

TO: Commander
Eighth Air Force
Wentover Air Force Base
Massachusetts

a. Hours flown performing mission ordered by:(1) Higher Headquarters:

<u>Commitment</u>	<u>Planned</u>	<u>Accomplished</u>
(a) Ferrying Aircraft	0	17:20
(b) Lawrenceville Mission	27	34:40
(c) Static display at State Falls S.D.	0	3:30
(d) "Hot Junk"	0	6:00

Reference commitment (a), commitment occurs as drag angle errors are discovered on inspections and is not prescheduled. Reference commitment (c), this was resolved subsequent to establishment of August Training Program.

(2) Eighth Air Force Air Training priorities:

(a) None established for this Wing for August.

b. Weather or Local Conditions: None.c. Restrictive Directives:

(1) T.O. 1-147-605, 20 September 1954, Drag Angle Modification 27 minutes or 162 hours lost.

d. Crew Member Gains and Losses:(1) Crew members gained:

(a) Two (2) observers, one (1) from squadron staff, one (1) PCS from AOE school.

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WFOU, 371st, 372nd BOM, S. 30th August 1953
 300DOF, 300g: Wing Comm'l. Bureau (MCS. 1-SAC-T12)

- (2) Two (2) observers, one (1) to Squadron Staff, one (1) removed due to short time in service remaining.

e. Crew Member Changes:

- (1) Two (2) observers -- two (2) new-grad crew.

f. New Crews:

- (1) IN 12 5 August
 (2) IN 14 10 August
 (3) IN 42 5 August
 (4) IN 44 10 August
 (5) IN 73 5 August
 (6) IN 74 5 August

g. Crew Status Changes:

- (1) IN 11 to N 11 19 August
 (2) N 32 to IN 32 19 August (observer replaced)
 (3) NO2 to RG2 23 August Crew upgraded
 (4) NO4 to RG4 31 August Crew upgraded
 (5) N31 to R31 31 August Crew upgraded
 (6) N34 to R34 31 August Crew upgraded
 (7) R67 to RG7 31 August Crew upgraded

h. Standardization Crews:

- (1) Wing Standardization Crew: R30
 (2) Squadron Standardization Crews:
 (a) 370th BOMRON: R01
 (b) 371st BOMRON: R34 (Administrative only; not qualified in accordance with SAC Reg 60-7).
 (c) 372nd BOMRON: R60

i. Material and Personnel Problems:

- (1) Material. K and radar maintenance continue to be major causes of loss of training. 377 RES runs were scheduled and 199 completed. Parts were received on 1 Sept to complete a load bank to properly check alternators. A spot check of 8 voltmeters in aircraft showed 8 were excessively inaccurate in the 115V range. All are being calibrated and

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370th, 371st, 372nd BOMBERS, 307th Bomb Wing (B), 7-31 August 1955
307D01, Summary: Wing Commander's Remarks (RCS: 3-SAC-77)

- a. Deleted.
- b. Field Training Operations: Not Applicable.
- c. Special Training Notes Remarks: Not Applicable.
- d. Comments or Recommendations of the Commander:

- (1) The restriction in commitments placed on the 307th Air Refueling Squadron enabled this Wing, by using all remaining available service for the Air Refueling Squadron program, to remain on schedule in this regard. Further action will continue to be a restrictive factor in training until such time as SAC Regulation 51-19 checks for staff personnel and crews are completed and sorties become available for use on normal training missions.
- (2) While total flying hours produced by the Wing during August were satisfactory the effectiveness of training was seriously affected by K-system malfunctions and maintenance difficulties. This situation will continue until additional trained K-system maintenance personnel are assigned or until presently assigned lower skill level personnel receive sufficient training to adequately perform their tasks. The quality of combat crews and the level of proficiency of individual crew members will necessarily be affected.

Louis G. Thorup
LOUIS G. THORUP
Colonel, USAF
Commander

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OPERATION
SECOND OUT



OPERATIONS ORDER 201-55

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

AMENDMENT 1

TO

OPERATIONS ORDER 201-55

1. "Second Out Bravo" Mission, the latter half of "Second Out" Mission including nine (9) B-47's on a night mission on 25 August 1955, is hereby postponed until 30 August 1955.
2. "Second Out Bravo" mission will be identical in all its phases and timing schedules except that the date is changed to 30 August 1955.
3. A separate general and specialized briefing will be held for tanker and receiver crews involved at 1600 hours Zulu on 29 August 1955 in the 307th Air Refueling Squadron Briefing Room. These crews, if they so desire may attend the briefing on 22 August, but must attend the briefing on 29 August.

BY ORDER OF THE COMMANDER:

Robert W Christy

ROBERT W CHRISTY
Colonel, USAF
Director of Operations

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Amend 1 to
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

OPERATIONS ORDER)

CODE NAME "SECOND OUT" (Unclassified)

NUMBER 201-55)

CHART OR MAP REFERENCES: As applicable.

TASK ORGANIZATIONS:

307th Headquarters Squadron	Major Charles E Blue, Jr
370th Bombardment Squadron	Lt Colonel Roy R Showalter, Jr
371st Bombardment Squadron	Lt Colonel Delos E Richard
372nd Bombardment Squadron	Lt Colonel Arthur E Kenschbacher
307th Air Refueling Squadron	Lt Colonel Everett B Thurlow
307th Armament & Electronics Sq	Major Dale L Samuelson
307th Periodic Maintenance Sq	Major Russell R Mitchell
307th Field Maintenance Sq	Lt Colonel Albert W Lambert

1. GENERAL SITUATION: A requirement exists to conduct a training mission in preparation for a production exercise by the 307th Bombardment Wing Medium.

a. Intelligence: See Annex "A".

b. Friendly Forces: 818th Air Base Group, Colonel William G Gillespie

2. MISSION: This unit will fly a profile mission, Lincoln to Lincoln, over the ZI with air refueling.

3. TASKS FOR SUBORDINATE UNITS:

a. 370th, 371st and 372nd Bombardment Squadrons:

(1) Each will provide six (6) B-47 aircraft to fly the mission outlined in Annex "B".

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20 Aug 55

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b. 307th Air Refueling Squadron will:

- (1) Provide eighteen (18) KC-97 tanker aircraft for air refueling as outlined in Annex "B".
- (2) Provide two (2) KC-97 tankers for weather reconnaissance as outlined in Annex "B".

c. 307th A&E, 307th FM and 307th PM Squadrons will:

- (1) Provide support necessary for successful completion of the mission.

d. Headquarters Squadron will:

- (1) Brief all crews and provide necessary portions of this plan to applicable crew members.
- (2) Provide debriefing and reporting teams for submission of required reports.

3X GENERAL INSTRUCTIONS:

- (1) E-Day commences 0001Z, 23 August 1955.
- (2) General Briefing for all crews will be held at 1600Z on 22 August 1955 in the 307th Air Refueling Squadron Briefing Room.
- (3) Specialized briefing for all crews will be held immediately after general briefing.
- (4) Pre-takeoff briefings will be held one (1) hour and thirty (30) minutes (1:30) prior to each cell takeoff at Base Operations.
- (5) Critique will be held at 1600Z on 27 August 1955 in 307th Air Refueling Squadron Briefing Room.

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(6) Emergency recall word is ROTOR DAB.

(7) Existing SAC Manuals, Regulations and the other directives apply, as supplemented herein.

(8) Security: See Annex "D".

(9) Flying Safety will take precedence over all other objectives.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Forms will be prepared in accordance with existing SOP's.

b. Reports will be submitted in accordance with instructions in Annex "A".

5. COMMAND AND COMMUNICATION MATTERS:

a. Command:

(1) Normal.

b. Communications:

(1) Greenwich Civil Time will be used.

(2) See Annex "C".

c. E.C.M.:

(1) Not applicable.

NNEXES:

A Intelligence
B Operations
C Communications
D Security

LOUIS G THORUP
Colonel, USAF
Commander

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HEADQUARTERS, 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

ANNEX A

TO

OPERATIONS ORDER 201-55

INTELLIGENCE

Annex A to
307BW Ops Order 201-55
20 August 1955

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDICA
Lincoln Air Force Base, Nebraska
20 August 1955

ANNEX "A"

TO

OPERATIONS ORDER 201-55

INTELLIGENCE

MAPS: JN 29, 30, 44 (Scale: 1:2,000,000)

1. INTELLIGENCE SUMMARY:

a. General:

- (1) Enemy territory for this operation will be all territory west of 99° West Longitude.
- (2) This area is defended by the Red Air Defense Command with headquarters located in the Salt Lake City (4045N 11153W) area.
- (3) The enemy forces possess a limited radar warning fighter interceptor team. One radar installation now in operation has interim equipment of dual EW/GCI capability.
- (4) From captured enemy documents, intelligence sources reveal that the enemy is fully aware of the capabilities and limitations of the B-47 Medium Bomber.

b. Enemy Order of Battle: Will be covered in pre-mission briefing.

c. Capabilities of Enemy Forces: Will be covered in pre-mission briefing.

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20 Aug 55

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- (1) Offensive - Not applicable.
- (2) The Red Military Command has one known EW/GCI radar station operating in enemy territory, located adjacent to the route to be employed by attacking bombers.
- (3) This site is capable of controlling four (4) fighter flights against hostile tracks under any conditions.
- (4) The Red Military Command Defense Forces can be expected to make an aggressive effort to halt our penetration upon crossing the Missouri River. Bombers will be under radar surveillance from 100° West to 105° West, a distance of approximately 250 statute miles along the bomber route.
- (5) The operating characteristics of type aircraft that may be encountered will be covered in pre-mission briefing.
- (6) Fighter radar reaction will be covered in pre-mission briefing.

2. INTELLIGENCE REQUIREMENTS:

a. Essential elements of information: aircrews will be required to furnish full information on any of the following incidents occurring or observed:

- (1) Fighter intercepts: Number and unusual distinctive features of fighters, aggressiveness of fighters, marking of fighters, time and place of encounter and tactics of fighters.
- (2) Crews will utilize optics in aircraft to determine exact number and type of aircraft observed on airstrips along the route flown.
- (3) Any observations of unusual nature.

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b. Means of reporting EEI:

- (1) Information regarding EEI listed in paragraph a above will be reported by aircraft members through:
 - (a) Interrogations.
 - (b) Reports of a "Hot News" nature as listed in paragraph 6a(1) in SAC Manual 55-8 series or on AF Form 112.

3. INTELLIGENCE ACTIVITIES:

a. Maps, charts and target materials:

- (1) Navigation maps and charts JN 29, 30, and 44, WAC charts as required.
- (2) Target materials:
 - (a) Salt Lake City, Utah BE NR 0305-9998 JN 29 WAC chart 305. Salt Lake City Sectional Chart 100 series Target Complex Chart Series 25 Mosiacs - Salt Lake City.
 - (b) Denver, Colorado BE NR 0361-9998 JN 29 WAC charts 361, 306. Denver and Cheyenne Sectional Charts 100 Series Target Complex Chart - Denver.
 - (c) Aerial photography currently included in 307th BW Domestic Target Folder (Salt Lake City and Denver).
 - (d) Radarscope Photography:
 1. Annotated radarscope photos in the Salt Lake City and Denver Domestic Target Folders.
 2. Salt Lake City and Denver IP-Target run film negatives and positive available in Wing Target Study Section.

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7EW Ops Order 201-55
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b. IDDA from photography.

- (1) Wing Intelligence Section will prepare a B-51 Report for all aircraft on the following target:

Salt Lake City, Utah

- (2) The due time requirement outlined in paragraph 15f, SAC Manual 55-8A for the above report is waived for this mission. However, Wing Intelligence will monitor actual time requirements for film down-loading, film delivery, film processing, bomb impact plotting and report preparation.

c. Evasion, Escape and Survival.

- (1) Cloth Charts and Blood Chits. (Omitted)
- (2) In the event of a forced landing or bail out in the target areas, normal SAC air pick-up procedures and evasion tactics will apply.
- (3) Prior to take-off, air crew members will be briefed on survival facilities as outlined in various SAC Survival Trends and Procedures in SAC Manual 200-1, as amended.
- (4) Survival conditions are ideal throughout the entire flight except that part of the leg from Boise, Idaho through Salt Lake City, Utah to Denver, Colorado. This area is characterized by extreme aridness and water is a problem. High day time temperatures can be expected and as such travel at night is recommended. The same conditions prevail but to a lesser extent from Salt Lake City to Craig, Colorado on the western slope of the Rocky Mountains.

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4. REPORTS:

a. The following combat reports will be submitted on the bombardment portion of this exercise in accordance with SAC Manuals 55-8, 55-8A and 55-8G.

(1) Distribution A:

(a) B-2, B-10, B-11, B-15, B-17, B-23, B-81 (consolidated)

(b) B-51 due to time requirements in paragraph 15f; SAC Manual 55-8A is waived for this exercise. Aircraft Commanders will not be required to submit the B-51 report if landing at other than the briefed destination.

(c) As required by paragraph 5c, SAC Manual 55-8G.

b. The following combat reports will be submitted on the refueling portion of this exercise in accordance with SAC Manuals 55-8, 55-8D and 55-8G.

(1) Distribution A:

(a) T-2, T-10, M-11, T-15, T-21, T-22 and T-81 (consolidated)

(b) As required by paragraph 5c, SAC Manual 55-8G.

c. General.

(1) All reports except airborne reports will contain the flagword ZIFFO and the nickname "Second Out".

(2) Reports will be prepared by responsible agencies and submitted to the reports control team in the 307th Control Room in penciled form. Reports will be typed in final form by the reports team.

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- (3) Accuracy and content of reports are the responsibility of reporting agencies. The reports control team will monitor all reports for timeliness and format.
- (4) Negative reports will not be submitted.

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Colonel, USAF
Commander

ROBERT W CHRISTY
Colonel, USAF
Director of Operations

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HEADQUARTERS, 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

ANNEX B

TO

OPERATIONS ORDER 201-55

OPERATIONS

Annex B to
307BW Ops Order 201-55
20 August 1955

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

ANNEX "B"

TO

OPERATIONS ORDER 201-55

AIR OPERATIONS

1. GENERAL:

a. Strikes on Salt Lake City RES and Denver RES will be launched on two (2) consecutive days in three (3) cells per day. Each cell will consist of three (3) aircraft. All strikes will fly a non-stop profile mission utilizing one (1) pre-target refueling and return to Lincoln Air Force Base.

b. Aircraft which fail to refuel successfully will continue the mission as far as practicable along the planned route and then return to Lincoln Air Force Base. The following is the minimum fuel necessary to fly direct to Lincoln under no wind conditions with 20,000 pounds reserve over Lincoln:

At Rawlins, Wyoming	28,100 lbs
At Yellowstone Lake	30,600 lbs
At #1 Control Point Cascade Res.	36,100 lbs
At Salt Lake City	31,600 lbs

2. STRIKES:

a. 307th Bombardment Wing will launch nine (9) B-47's on 23 August and nine (9) B-47's on 25 August, as follows:

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23 August 1955

Cell #1 (371st BOMRCN)

<u>Crew</u>	<u>Cell Position</u>	<u>TO</u>
N37 Bifford	1	1810Z
N36 Darden	2	1811Z
N38 Bowling	3	1812Z

Cell #2 (372nd BOMRCN)

<u>Crew</u>	<u>Cell Position</u>	<u>TO</u>
N66 Geiker	1	1910Z
N67 Mann	2	1911Z
N69 Wheeler	3	1912Z

Cell #3 (370th BOMRCN)

<u>Crew</u>	<u>Cell Position</u>	<u>TO</u>
N05 McCreary	1	2010Z
N08 Brooks	2	2011Z
N07 Heinze	3	2012Z

25 August 1955

Cell #1 (371st BOMRCN)

<u>Crew</u>	<u>Cell Position</u>	<u>TO</u>
N31 Minnick	1	0010Z
N33 Webber	2	0011Z
N34 Hoover	3	0012Z

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20 Aug 55

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*Confidential*Cell #2 (372nd BOMRON)

<u>Crew</u>	<u>Cell Position</u>	<u>TO</u>
N61 Holden	1	0110Z
N62 Hull	2	0111Z
N65 Boudreaux	3	0112Z

Cell #3 (370th BOMRON)

<u>Crew</u>	<u>Cell Position</u>	<u>TO</u>
NO2 Sullivan	1	0210Z
NO3 Ouderkirk	2	0211Z
NO4 Peables	3	0212Z

b. One (1) B-47 spare aircraft may be provided each day by each BOMRON for this mission. If this aircraft is not flown on "Second Out", it will fly a SAC 50-43 type mission.

c. Air Refueling support will be provided by the 307th Air Refueling Squadron as follows: (See Appendix 3, this Annex)

23 August 1955Refueling Cell #1

<u>Cell Pos</u>	<u>TO</u>
1	1800Z
2	1801Z
3	1802Z

Refueling Cell #2

<u>Cell Pos</u>	<u>TO</u>
1	1900Z
2	1901Z
3	1902Z

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*Confidential*Refueling Cell #2

<u>Cell Pos</u>	<u>TO</u>
1	2000Z
2	2001Z
3	2002Z

25 August 1955Refueling Cell #1

<u>Cell Pos</u>	<u>TO</u>
1	2400Z
2	0001Z
3	0002Z

Refueling Cell #2

<u>Cell Pos</u>	<u>TO</u>
1	0100Z
2	0101Z
3	0102Z

Refueling Cell #1

<u>Cell Pos</u>	<u>TO</u>
1	0200Z
2	0201Z
3	0202Z

No refueling airborne spares will be provided.

d. If, due to weather, the alternate route is to be flown, all take-off times will be adjusted by adding ten (10) minutes to the above schedule.

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3. BOMBING:

a. All aircraft will make bomb runs on Target "G" Salt Lake City RBS and Target "D" Denver RBS. (See Appendix 2, this Annex.)

4. NAVIGATION: See Appendix 2, this Annex.

5. CRUISE CONTROL:

a. Fuel Loadings:*

(1) B-47	73,800 pounds - JP-4
(2) KC-97G	28,520 pounds - 115/145
	36,000 pounds - JP-4
(3) KC-97F	24,955 pounds - 115/145
	33,000 pounds - JP-4

*NOTE: Plans are based on B-47 aircraft receiving 40,000# on-load from KC-97G and 35,000# from KC-97F.

b. Cruise Conditions:

(1) B-47:

- (a) Constant altitude during cell formation, bomb runs and air refueling.
- (b) Optimum altitude remainder of flight.
- (c) TASK during cruise as noted on flight plan will be flown (except Mach .81 bomb run).

(2) KC-97: 15,000 feet base pressure altitude in accordance with S.C Tactical Doctrine.

6. INTELLIGENCE: See Annex "A".

7. AIR REFUELING: See Appendix 1, this Annex.

8. TACTICS: See Appendix 1, this Annex.

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9. PHOTOGRAPHY: See Appendix 2, this Annex.
10. GUNNERY: See Appendix 4, this Annex.
11. ARTC CLEARANCES: See Appendix 5, this Annex.
12. SCORING PROCEDURES: See Appendix 5, this Annex.
13. EMERGENCY PROCEDURES: See Appendix 1, this Annex.
14. ALTERNATE AIRFIELDS:
 - a. Refer to current 307th Bombardment Wing Letter for alternate airfields.
15. TAKE-OFF DATA: See Appendix 7, this Annex.
16. ALL TIMES IN THIS OPERATIONS ORDER ARE ZULU.

LOUIS G THORP
Colonel, USAF
Commander

APPENDICES:

1. Tactics
2. Navigation & Bombing
3. Air Refueling
4. Gunnery
5. ARTC Clearances
6. Competitive Scoring
7. Take-Off Data

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 1

TO

ANNEX B

OPERATIONS ORDER 201-55

TACTICS

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HEADQUARTERS 307TH BOMBARDMENT WING, WELDON
Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 1

TO

ANNEX "B"

OPERATIONS ORDER 201-55

TACTICS

1. Take-off interval within cell is one (1) minute. If take-off is to the north, a left turn will be made, climbing on course to Marysville, Kansas. If take-off is made to the south, climb will be made on course. All aircraft except the cell leader will climb at normal climb speeds and utilize station keeping techniques as soon as possible after take-off in order to join formation. The cell leader will climb 20 knots below normal climb speed until cell has formed.

2. Emergency Procedures:

- a. Any aircraft aborting the mission before reaching cruise altitude will turn 15° to the right for six (6) minutes, then return to Lincoln L/MF Range. During this time a new clearance will be obtained from CAG.
- b. If any aircraft is unable to perform station keeping while climbing, it will turn 15° right of course for two (2) minutes, then resume course heading and attempt to rejoin formation later enroute. If more than one (1) aircraft encounters difficulty but intends to continue mission, the 15° turn will be alternated in accordance with formation position.

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307BW Ops Order 201-55
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3. Emergency Landing Fields:

a. The following listed airfields will be utilized by "Second Out" aircraft in the event an emergency exists:

- (1) Lockbourne AFB, Columbus, Ohio
- (2) Smoky Hill AFB, Salina, Kansas
- (3) Forbes AFB, Topeka, Kansas
- (4) Sedalia AFB, Sedalia, Missouri
- (5) Ellsworth AFB, Rapid City, South Dakota
- (6) Mountain Home AFB, Mountain Home, Idaho
- (7) Fairchild AFB, Spokane, Washington

b. Emergency landings are not restricted to these bases. Should an emergency warrant, Aircraft Commander will select any suitable base and effect landing.

4. Formation:

a. From take-off to prior to descent for refueling, B-47 aircraft will maintain cell formation, as specified in Figure I (Night or Weather Route Cell), page 29, SAC Manual 55-5A, November 1954.

b. B-47 formation prior to descent, during descent and refueling will be a modified enroute cell the same as paragraph 3a above, except #1 and #2 aircraft will be angled back to the right 10° from the NCA.

c. Cell break-up immediately after air refueling.

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
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20 August 1955

APPENDIX 2

TO

ANNEX B

OPERATIONS ORDER 201-55

NAVIGATION AND BOMBING

to Annex B
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 2

TO

ANNEX "B"

OPERATIONS ORDER 201-55

NAVIGATION AND BOMBING

1. NAVIGATION:

a. Maps and Charts:

B-47 JN 29, JN 30, JN 44

KC-97 WAC 306, WAC 307, WAC 360, WAC 361

b. Route: See Mission Flight Plans, Annex B, Appendix 2,
Attachments 2, 3, 4, 5 and 6.

c. Control Times: (Day Mission, 23 August 1955):

(1) Cascade Reservoir	Rock Springs
1st Cell #1 - 2333Z	0044Z
#2 - 2348Z	0059Z
#3 - 0003Z	0114Z
2nd Cell #1 - 0033Z	0144Z
#2 - 0048Z	0159Z
#3 - 0103Z	0214Z
3rd Cell #1 - 0133Z	0244Z
#2 - 0148Z	0259Z
#3 - 0203Z	0314Z

d. Control Times: (Nite Mission, 25 August 1955)

(1) Cascade Reservoir	Rock Springs
1st Cell #1 - 0533Z	0644Z
#2 - 0548Z	0659Z
#3 - 0603Z	0714Z

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2nd Cell	#1 - 0633Z	0744Z
	#2 - 0648Z	0759Z
	#3 - 0703Z	0814Z

3rd Cell	#1 - 0733Z	0844Z
	#2 - 0748Z	0859Z
	#3 - 0803Z	0914Z

NOTE: Control times are the same for primary and
alternate missions on both day and night missions.

e. KC-97 aircraft will utilize all available navigational aids to maintain course and position. Control times over the orbit point for each cell are outlined below:

	<u>Primary Route</u>		<u>Alternate Route</u>	
	<u>Day</u>	<u>Nite</u>	<u>Day</u>	<u>Nite</u>
1st Cell	1920Z	0120Z	Same	Same
2nd Cell	2020Z	0220Z	Same	Same
3rd Cell	2120Z	0320Z	Same	Same

f. Control Altitudes:

(1) All aircraft will fly mean sea level (MSL) altitudes, except during air refueling and bomb runs. Aircraft will fly pressure altitudes (Alt. Set 29.92) during air refueling and bomb runs.

(2) Refueling Altitudes:

1st Cell #1 - 15M
#2 - 15.5M
#3 - 16M

2nd Cell Same as first cell

3rd Cell Same as first cell

(3) Salt Lake City Target:

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<u>Cell #1</u>	<u>Cell #2</u>	<u>Cell #3</u>
Acraft #1 - 37M	36.5M	37M
#2 - 36.5M	37M	36.5M
#3 - 37M	36.5M	37M

(4) Denver Target:

<u>Cell #1</u>	<u>Cell #2</u>	<u>Cell #3</u>
Acraft #1 - 38M	37.5M	38M
#2 - 37.5M	38M	37.5M
#3 - 38M	37.5M	38M

g. Cell Break-up:

- (1) Upon departing Fremont, Nebraska, the cell leader of each cell will announce his ETA for Sioux Falls to the number two (2) and three (3) aircraft in the cell. The cell leader will proceed directly on course.
- (2) Number two (2) aircraft will proceed on a true course of 018° to Redwood Falls, South Dakota VOR, establishing route so as to arrive at Sioux Falls, South Dakota fifteen (15) minutes later than cell leader.
- (3) Number three (3) aircraft will proceed on a true course of 055° to Mason City, Iowa VOR, establishing route so as to arrive at Sioux Falls thirty (30) minutes later than cell leader.

h. Navigation Control Aircraft While in Cell:

- (1) Will announce the following information to all aircraft in the cell at each turning point and over Burlington, Iowa:
 - (a) Time in Zulu over point.

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- (b) Magnetic heading.
- (c) Altitude (using base altitude 15K4)
- (d) ETA next check point.
- (e) Wind.
- (f) Example: Over Burlington 1855Z, heading 067, Base plus 19, ETA Streater 1910Z, wind 260 at 35.

i. The Grid Navigation Leg will commence at Mitchell, South Dakota, and end at Yellowstone Lake, Wyoming. The day mission, 23 August 1955, will perform grid navigation utilizing the K-System for fixing purposes and celestial bodies for true heading checks. The night mission, 25 August 1955, (Zulu), will perform grid navigation utilizing celestial bodies for fixing and true heading checks. All navigation will be flown in accordance with SAC Regulation 51-11.

j. Navigation Control aircraft will use any and all navigational aids (primarily radar) in flying from departure to cell break-up. Other aircraft in cell will use the enroute cell formation in accordance with SAC Tactical Doctrine, utilizing station keeping techniques. As soon as possible after take-off, numbers 2 and 3 aircraft in cell will turn on radar sets for station keeping purposes in order to establish proper spacing interval.

k. B-47 and KC-97 aircraft, when not in cell and when not flying grid navigation, will utilize any available navigation aid to maintain course and position.

1. Route Photography:

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- (1) 0-15 photographs will be taken by numbers 2 and 3 aircraft in each cell showing station keeping by radar. These photographs will be used as training aids, and should be taken at times which will best illustrate poor and good cell techniques.
- (2) 0-15 photographs will be taken by all aircraft on completion of grid leg, in accordance with SAC Manual 50-38, for scoring purposes.

2. BOMBING:

a. Salt Lake City Target:

(1) Pre-IP:

- (a) Boise, Idaho, $43^{\circ}-35'N$, $116^{\circ}-13'W$.
- (b) Elevation, 2858'.
- (c) Departing Boise, Idaho, enroute to IP, power will be increased to Mach .81 and 37,000 feet or 36,500 feet (pressure altitude), according to position in bomber stream.
- (d) Altitude measurement will be accomplished at the Pre-IP and again prior to IP.

(2) IP:

- (a) Burley, Idaho, $40^{\circ}-30'N$, $113^{\circ}-46'W$.
- (b) Elevation, 4150'
- (c) True course from the Pre-IP to the IP is 121° , distance 123 N.M.

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(3) Target:

(a) Salt Lake City "G".

1. Charleston Hotel - SW corner of main building.
2. Location $40^{\circ}-45'-31.83''N$.
3. Type IIB.
4. Elevation 4743'.
5. Variation $17^{\circ}E$.

(b) True course from IP to target is 141° , distance 137 N.M.

(c) Offset data will be included in the target folder.

(4) Bomb Run:

(a) Mach .31

(b) Altitude: 37,000 or 36,500 pressure altitude, depending upon position in the bomber stream.

(c) Practice Run.

(d) Type of Run - Offset.

1. Radar is the primary method of bombing. Visual sighting will be used only if the APS 23 is inoperative.
2. G.P.I. characteristics of the K-System will be utilized as an aid for cross hair placement.

(5) IBDA:

(a) IBDA procedures will apply on this bomb run.

(b) O-15 camera procedures for IBDA as outlined in SAC Manual 50-38 will be followed.

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- (c) Breakaway will not start until observer has obtained TH and TAS (for RES scoring purposes) and clears pilot for breakaway turn to the left.

b. Denver Target:

(1) Pre-IP:

- (a) Rock Springs, Wyoming, $41^{\circ}-35'N$, $109^{\circ}-14'W$.
- (b) Elevation 6752'.
- (c) Altitude measurement will be made at Bear Lake and/or Rock Springs if possible. If altitude measurement is not possible, the "D" factor method of altitude determination will be used for the bomb run.

(2) IP:

- (a) Mount Zirkel, Colorado, $40^{\circ}-49\frac{1}{2}'N$, $106^{\circ}-41'W$.
- (b) True course from Pre-IP to the IP is 112° , distance 125 N.M.

(3) Target:

- (a) Denver "D".

1. Denver Medical Depot, base of smoke stack 80' N of N end of administration building.
2. Location $39^{\circ}-46'-14.3''N$, $104^{\circ}-57'-30.36''W$.
3. Type IIE.
4. Elevation 5210'.
5. Variation 14° East.

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- (b) True course from IP to the target is 130°, distance 103 N.M.
- (c) Offset data will be included in the target folder.
- (4) Bomb Run:
 - (a) Mach .74
 - (b) Altitude 38,000 or 37,500, pressure altitude, depending upon position in the bomber stream.
 - (c) Practice Run.
 - (d) Type of Run - Offset Checking.
 - 1. Radar is the primary method of bombing. Visual sighting will be used only if the APS-23 is inoperative.
 - 2. G.P.I. characteristics of the K-System will be utilized as an aid for cross hair placement.
- (5) Target times are as follows: Aircraft must arrive over the target within 5 minutes of their scheduled times or they may not bomb.
 - (a) 23 August 1955:

Salt Lake City

<u>Cell #1</u>	<u>Cell #2</u>	<u>Cell #3</u>
#1 - 0015	0115	0215
#2 - 0030	0130	0230
#3 - 0045	0145	0245

Denver

#1 - 0115	0215	0315
#2 - 0130	0230	0330
#3 - 0145	0245	0345

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(b) 25 August 1955:

Salt Lake City

Cell #1

#1 - 0615
#2 - 0630
#3 - 0645

Cell #2

0715
0730
0745

Cell #3

0815
0830
0845

Denver

#1 - 0715
#2 - 0730
#3 - 0745

0815
0830
0845

0915
0930
0945

(6) RBS Call-in Procedures:

(a) SAC Regulation 50-4 call-in procedures will be used.

(b) Grid scores will be obtained by each aircraft.

(7) Camera Procedures:

(a) As outlined in SAC Manual 50-38.

ATTACHMENTS:

1. Route Point Designation
2. B-47 Primary Flight Plan
3. B-47 Alternate Flight Plan
4. Primary Nav Flt Log
5. Alternate Nav Flt Log
6. Map
7. Target Data Sheet
8. Eng Flt Plan KC-97G
9. Eng Flt Plan KC-97F

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ROUTE POINT DESIGNATION

Point A (Alpha)	Marysville, Kansas
B (Bravo)	Streator, Illinois
C (Coca)	Elgin, Illinois
D (Delta)	Beloit, Wisconsin
E (Echo)	Descent Point
F (Foxtrot)	Orbit Point
G (Gold)	Rendezvous Point
H (Hotel)	Fremont, Nebraska
I (India)	Siox Falls, South Dakota
J (Juliett)	Mitchell, South Dakota
K (Kilo)	Approx Fighter Intercept
L (Lima)	Approx Fighter Withdrawal
M (Metro)	Rawlins, Wyoming
N (Nectar)	Yellowstone Lake
O (Oscar)	Missoula, Montana
P (Papa)	Cascade Reservoir, Idaho
Q (Quebec)	Boise, Idaho
R (Romeo)	Burley, Idaho
S (Sierra)	Salt Lake City, Utah
T (Tango)	Bear Lake, Utah
U (Union)	Rock Springs, Wyoming
V (Victor)	Mt Zirkel, Colorado
W (Whiskey)	Denver, Colorado
X (Extra)	Lincoln AFB

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PRIMARY

JET BOMBARDMENT ANT. CONNAISSANCE MIS. FLIGHT PLAN		SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
PRE-FLIGHT PLAN								
FROM	ROUTE	FLY COND	T.C.	WIND D/V DRIFT	T.H.	VAR.	M.H.	TEMP.
					MACH	T.A.S.	G.S.	GRD DIS
								ACC. TIME
								ACC. AIR DIS
								ETA
								PRED. FUEL REMAIN.
								GROSS WEIGHT
								ENGINE START
								TAKE-OFF TIME
								LANDING TIME
								DURATION OF FLT
								AIR- CRAFT BASIC WT
								CREW WT
								OIL WT
								ATO DFL WEIGHT
								EXT. TANKS WT
								WEIGHT OPERAT- ING WT
								F.M.
								C.W.
								AIR
								FUEL
								W.B.
								ATO
								EXT.
								TOTAL
								BOILER WT
								ARMED WT
								ADS. FLUID WT
								INITIAL GROSS WT
								TAXI EN AND TAXI
								FUEL ALW
								TAKE-OFF GROSS WT
								RUNWAY
								PRESS. ALT
								LENGTH
								AIR TEMP.
								CRITICAL FIELD LENGTH
								TAKE-OFF
								DISTANCE
								SPEED
								CRITICAL LENGTH
								FAILURE
								EMERGENCY FLARE
								LINE
								NO. OF ATO BOTTLES REQUIRED
								ATO PRO- PELLANT WEIGHT
								ADJUSTED TAKE-OFF HEIGHT
								ADJUSTED TAKE-OFF DISTANCE
								ATO FIRING SPEED

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JET BOARDING AND RECONNAISSANCE ION FLIGHT PLAN				SQUADRON		BOMBING		AIRCRAFT TYPE AND SERIAL NO.		CREW NUMBER		ACFT COMDR (Name and Grade)		OBSERVER (Name and Grade)		CO-PILOT (Name and Grade)	
PRE-FLIGHT PLAN																	
FROM	ROUTE	FLY COND	T.C.	WIND D/V	T.H.	VAR.	M.H.	TEMP.	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	DATE OF TAKE-OFF
				DRIFT				ALT				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		WING FUEL REMAINING	GROSS HEIGHT
RETG & ACCEL								1000				10	1			12000	ENGINE START
40-14N 90-45W				180/10				1800				10	3			12000	TAKE-OFF TIME
BRATTLETON TP	CL	127	0	177	-10	167						35	5			12000	LANDING TIME
39-13N 90-13W	CL	226	4	230	-10	220		31000		362	352	45	9			12000	DURATION OF FLT
36-42N 101-30W	CR	226	43	229	-11	218		31000	.74	428	399	21	15			7100	AIR- CRAFT WEIGHT
36-43N 102-31W	CR	273	-1	272	-12	260		31000	.74	423	396	125	155			7100	CREW WT
BOISE CITY TP	CR	273	-1	272	-12	260		31000	.74	423	396	221	131			31000	OIL WT
38-04N 102-32W	CR	355	-5	350	-12	338		31000	.74	428	432	357	155			31000	ATOULL HEIGHT
LAMAR RIP	CR	355	-5	350	-12	338		31000	.74	428	432	82	11			31000	FAIRUS WT
38-53N Start	CR	058	-2	056	-12	044		31000	.74	428	452	498	1:14			31000	OPERAT- ING WT
100-58W Descent	CR	058	-2	056	-12	044		31000	.74	428	452	93	14			31000	FM
39-47N 99-02W	CR	058	-3	055	-12	043		15000		376	379	581	1:25			31000	CM
REINZOUIS	CR	058	-3	055	-12	043		15000		376	379	601	1:35			31000	FM
17N LINCOLN	CR	058	-4	054	-11	043		15000		376	379	135	1:25			31000	CM
												289	2:07			31000	FM
41-07N 96-30W	CR	017	-4	013	-10	003		35000		390	395	807	2:07			31000	CM
FREMYE TP	CR	017	-4	013	-10	003		35000		390	395	30	1:05			31000	FM
42-27 E	CR	384	-4	350	-10	340		32700		390	382	51	1:08			31000	CM
90-35W	CR	384	-4	350	-10	340		32700		390	382	896	2:22			31000	FM
43-34N 96-43W	CR	354	-4	350	-10	340		32700	.74	425	425	76	1:11			31000	CM
BOISE FIELD TP	CR	354	-4	350	-10	340		32700	.74	425	425	972	2:32			31000	FM
** THIS TIME AND DISTANCE ADDED FOR #3 AIRCRAFT																	
43-44N 98-01W	CR	279	-2	277	-10	267		32700	.74	425	391	1241	3:11			31000	CM
MICHELL GRIN	CR	279	-2	277	-10	267		32700	.74	425	391						

ALTERNATE JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	ACFT TYPE AND TAIL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)										
FROM	TO	FLY COND	T.C.	WIND D/V	T.H.	VAR.	M.H.	TEMP.	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	PRED. FUEL REMAINING	GROSS WEIGHT	DATE OF TAKE-OFF
ROUTE				DRIFT				ALT				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS				ENGINE START
39-43N 104-53W				260/35	4	134	-14	120	38,000	74	425	446	103	1:14		12250	115450	TAKE-OFF TIME
DENVER	TOT	CR	130	260/35								2983	7:21			1780	1780	LANDING TIME
LINCOLN AFB	CC	080										381	8:50			30470	113670	DURATION OF FLT
LAND												3364	8:11			6170	6170	
													8:31			24300	107500	
																4000	4000	AIR- CRAFT BASIC WT
																20300	103500	CREW WT
																		OIL WT
																		ATO BYL WEIGHT (Empty)
																		EXT. TANKS WT (Empty)
**NOTE!!																		OPERAT- ING WT
AT FREMONT #2 AIRCRAFT WILL PROCEED ON A TRUE COURSE OF 090°																		FUEL WEIGHT
TO REDWOOD FALLS VOR (44-27'N, 95-07'W), FLYING ROUTE AS NECESSARY																		FM.
TO ESTABLISH 15 MIN. SEPARATION ON CELL LEADER AT SIOUX FALLS.																		CM.
BASED ON LEADER'S ETA.																		AM.
																		THRO AUX
																		S.B.
																		ATO
																		EXT.
																		TOTAL
																		DOORS WT
																		ARMED WT
																		ADL
																		FLUID WT
																		INITIAL GROSS WT
																		START ENG AND TANK
																		FUEL ALB
																		TAKE-OFF GROSS WT
																		RUNWAY
																		PRESS. ALT
																		LENGTH
																		AIR TEMP.
																		CRITICAL FIELD LENGTH
																		TAKE-OFF
																		DISTANCE
																		SPEED
																		SPEED
																		CRITICAL ENGINE FAR USE & PLANE
																		NO. OF ATO BOTTLES REQUIRED
																		ATO PRO- PELLANT
																		WEIGHT
																		ADJUSTED TAKE-OFF WEIGHT
																		ADJUSTED TAKE-OFF DISTANCE
																		ATO FIRING

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AIR REFUELING - PRIMARY

AIR FORCE NAVIGATOR'S LOG

PILOT _____ NAVIGATOR _____ CREW NO. _____ PLANE NO. _____ ORGANIZATION _____ TYPE _____ DATE _____

ENL. START	T. G.	LAND	FLIGHT TIME

FORMATION POSITION

GROSS WT. AT T. G.	
LA./GAL. ABOVE AT T. G.	

SUN		MOON		TWILIGHT	
ROSES	SETS	ROSES	SETS	A. M.	P. M.

Departure Lincoln AFB Destination Lincoln AFB

OFFICIAL ₁	(NAME) ₁	(RANK) ₁	ALT. SETT.
			DEP.
			DEST.

TIME TO ALTERNATE--	WHS. W.
---------------------	---------

WATCH		FAST SLOW	Rate sec/hr
AT	SET (DATE)		

FLIGHT PLAN

[illegible]

III.		BOMBING DATA									
RUN NO.		1		2		3		4		5	
TARGET DATA	NAME	SALT LAKE CITY "G"		DENVER "D"							
	NAME	Charleston Hotel-SW Corner		Denver National Depot							
	LAT.	40°45'31.83"N		39°46'14.3"N							
	LONG.	111°51'13.95"W		104°57'30.36"W							
I.P.	NAME	Burley		Mt. Zirkel							
	LAT.	40°30'11"N		40°49'11"N							
	LONG.	113°46'11"W		106°41'11"W							
OFFSET DATA	NAME	Tank Farm SW of TGT "D"		New Hangar, Lowry AFB							
	LAT.	40°43'25.58"N		39°43'16.0"N							
	LONG.	111°55'53.82"W		104°53'09.0"W							
	ELEVATION	4,240		5,412							
	TGT N-S	N-17583'		S-18041'							
I.P. TO TARGET	T.C.	PRE-COMPUTED	INFLIGHT	PRE-COMPUTED	INFLIGHT	PRE-COMPUTED	INFLIGHT	PRE-COMPUTED	INFLIGHT	PRE-COMPUTED	INFLIGHT
	DRIFT	141		130							
	T.H.	4		4							
	H.W.	145		134							
	G.S.	123		120							
	DISTANCE	483		446							
	TIME	137		103							
	POSITION	17		14							
	ELEVATION										
	MEASURED ALT										
	TRUE ALT										
ALTITUDE MEASUREMENT	OFFSET A.P. ELEVATION										
	ABSOLUTE ALT SETTING										
	TRUE ALT										
	TARGET ELEVATION	4743		5210							
	BOMBING ALT										
	T.A.S. (Knots)	467		425							
	Q FACTOR										
	TRAIL (Feet)										
	A.T.F. (Seconds)										

PRIMARY & ALTERNATE

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307th BOMB (H)				307th AREFS				KC-97G				COMPLETE SERIAL NO.			
FIRST ENGINEER (Name and Grade)				SECOND ENGINEER (Name and Grade)				THIRD ENGINEER (Name and Grade)				FOURTH ENGINEER (Name and Grade)			
1. WEIGHT COMPUTATIONS				2. DENSITY (Lbs)				3. TAKE-OFF DATA				4. REMARKS			
A. ACFT BASIC WT				5.75 per Gal				1000 F				1500 F			
B. OIL, ENG (On Lbs)				L. TOTAL LOAD (Lbs)				#1 1770				1300 F			
C. OIL, JET				21,511				#2 710				700 F			
D. CREW 7 @ 299				17,740				#3 710				JP-4			
E. AMMO (30%)				6,779				#4 1770				Tip 8783#			
F. CARGO				6,779				4960 gals				Deck 27017#			
G. FUEL RESERVE				6,779				5540 gals - 36,000#							
H. MIN LANDING WT															
I. OFF-LOAD FUEL															
J. AMMO (30%)															
K. BOMBS															
L. CHAFF															
M. OIL USED															
N. FUEL EXPENDABLE															
O. TAKE-OFF GROSS WT															
P. TAKE-OFF GROSS WT															
Q. TAKE-OFF GROSS WT															
R. TAKE-OFF GROSS WT															
S. TAKE-OFF GROSS WT															
T. TAKE-OFF GROSS WT															
U. TAKE-OFF GROSS WT															
V. TAKE-OFF GROSS WT															
W. TAKE-OFF GROSS WT															
X. TAKE-OFF GROSS WT															
Y. TAKE-OFF GROSS WT															
Z. TAKE-OFF GROSS WT															
AA. TAKE-OFF GROSS WT															
AB. TAKE-OFF GROSS WT															
AC. TAKE-OFF GROSS WT															
AD. TAKE-OFF GROSS WT															
AE. TAKE-OFF GROSS WT															
AF. TAKE-OFF GROSS WT															
AG. TAKE-OFF GROSS WT															
AH. TAKE-OFF GROSS WT															
AI. TAKE-OFF GROSS WT															
AJ. TAKE-OFF GROSS WT															
AK. TAKE-OFF GROSS WT															
AL. TAKE-OFF GROSS WT															
AM. TAKE-OFF GROSS WT															
AN. TAKE-OFF GROSS WT															
AO. TAKE-OFF GROSS WT															
AP. TAKE-OFF GROSS WT															
AQ. TAKE-OFF GROSS WT															
AR. TAKE-OFF GROSS WT															
AS. TAKE-OFF GROSS WT															
AT. TAKE-OFF GROSS WT															
AU. TAKE-OFF GROSS WT															
AV. TAKE-OFF GROSS WT															
AW. TAKE-OFF GROSS WT															
AX. TAKE-OFF GROSS WT															
AY. TAKE-OFF GROSS WT															
AZ. TAKE-OFF GROSS WT															
BA. TAKE-OFF GROSS WT															
BB. TAKE-OFF GROSS WT															
BC. TAKE-OFF GROSS WT															
BD. TAKE-OFF GROSS WT															
BE. TAKE-OFF GROSS WT															
BF. TAKE-OFF GROSS WT															
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PRIMARY & ALTERNATE

ENGINEER'S FLIGHT PLAN		DATE OF MISSION	TYPE/ID OF MISSION	
WING	SQUADRON		SECOND OUT	
307th Bomb Wing	307th Air Refueling		TYPE-MODEL-SERIES	COMPLETE SERIAL NO.
FIRST ENGINEER (Name and Grade)			ED-97F	
			SECOND ENGINEER (Name and Grade)	

1. WEIGHT COMPUTATIONS				2. DENSITY (Lbs)		3. TAKE-OFF DATA			
A. ACFT BASIC WT				5.75 per Gbl		115/145		100°F	
B. OIL, ENG (On Lbs)	18	14	7		A. TOTAL LOAD (Lbs)	#1 - 1770		1300FA	
C. OIL, JET						#2 - 450		700VP	
D. CREW 7 @ 299	2	0	9		E. REQUIRED (Lbs)	#3 - 450		JP-4	
E. AMMO (30%)						#4 - 1770		Deck - 33000#	
F. CARGO					G. RESERVE (Lbs)	4340			
G. MISC Resid-JP-4	1	5	0		H. ON-LOAD (Lbs)				
H. FUEL RESERVE	1	3	0						
I. MIN LANDING WT	9	7	8		4. REMARKS 150 hotter Std Eng - Average Alt				
J. OFF-LOAD FUEL	3	5	0		T.C. Wt 5% fuel formation				
K. AMMO (30%)					Climb 1000 lbs RET				
L. BOMB					550# each degree hotter Stand.				
M. BOMB									
N. BOMB									
O. BOMB									
P. FUEL EXPENDABLE	1	7	1						
Q. TAKE-OFF GROSS WT	1	5	0						

NO WIND PLAN												WIND PLAN			
A	B	C	D	E	F	G	H	I	J	K	L				
COND	W	RPM	TOTAL	TIME	FUEL	GROSS	EAS	AIR	TIME	FUEL	WIND				
TION	OAT	ENG P/F	FUEL	Δ	USED	WEIGHT	Δ	DIST	Δ	USED	DIST				
JAT S	VS		FLOW	TOTAL	TOTAL	USED	VS	TOTAL	TOTAL	TOTAL	TOTAL				
1. RTTO	1300	2080	720/1500	1:40	150,000	150,000	150,000								
	27.5	2700	25/140	1:02	124.5	145,455	171								
				1:32	3500	2,500	202								
2. C/F1	11,100	2550	AR	1:30	4845	145,155	187	74							
	14,000	1875	AR	1:30	2000	2,000	226	111							
3. CE#1	1,320	1850	AR	1:00	6245	143,155	226	305							
	16,000	1850	AR	1:20	1325	1,325	187	74							
4. CR#2	1,320	1850	AR	1:20	8180	141,220	226	272							
	16,000	1780	AR	1:30	1800	1,800	177								
5. Orbit	1,320	2150	AR	1:20	10,000	129,240	226								
	16,000	1780	AR	1:14	1,070	1,070	177	50	F/F	*:0J Rate	Power				
6. Refl	1,320	2150	AR	1:36	4,500	1,500	226	164	164	164	164	164	164	164	164
	16,000	1780	AR	2:40	15,500	124,370	226	492							
7. Off Load			2000 115/145			35,000									
			33000			29,270									
8. CR#3	16,000	1250	AR	1:11	400	400	182	27							
	1,320	1750	AR	1:15	500	500	209								
9. CR#3	1,320	1750	AR	1:15	500	500									
10. CR#3	1,320	1750	AR	1:15	500	500									
11. CR#3	1,320	1750	AR	1:15	500	500									
12. CR#3	1,320	1750	AR	1:15	500	500									
13. CR#3	1,320	1750	AR	1:15	500	500									
14. CR#3	1,320	1750	AR	1:15	500	500									

SAC FORM 316 15 MAY 64 REPLACES SAC FORM 80-14, 1 AUG 61, WHICH IS OBSOLETE. AIR Force - SAC, OFFICE D-1219(34)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 3

TO

ANNEX B

OPERATIONS ORDER 201-55

AIR REFUELING

op 3 to Annex B
37BW Ops Order 201-55
20 August 1955

This Appendix consists of 4 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 3

TO

ANNEX "B"

OPERATIONS ORDER 201-55

AIR REFUELING

1. GENERAL INSTRUCTIONS: The strike route incorporates a requirement for a pre-target air refueling. The Lincoln area will be used to accomplish the necessary refueling. Air refueling procedures and techniques as outlined in SAC Manual 55-10, as amended, will be used. Special instructions will be covered at specialized briefing.
 - a. Altimeter setting 29.92.
 - b. Refueling Airspeed - 254 knots TAS accelerating to 289 knots TAS.
 - c. Transfer requirements: All air refueling will be in a one tanker/one receiver ratio. Transfer to each receiver will be 40,000 lbs for "G" tankers and 35,000 lbs for "F" tankers. Time allowed for refueling will be 36 minutes from time rendezvous point is reached. However, any receiver not completing fuel transfer within the specified time will not delay departure of the formation. The delayed receiver will remain with its tanker until completion of fuel transfer and proceed as an individual aircraft on his assigned track to make good turning point at Sioux Falls.
 - d. Weather Reconnaissance: Weather reconnaissance will be furnished by 307th Air Refueling Squadron. Weather aircraft (KC-97) will take off in sufficient time to complete reconnaissance of primary and alternate routes

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30 minutes prior to take-off of first tanker. Each tanker will notify its receiver leader of any weather that will affect the refueling.

e. Tactics: Tactics will be as outlined in SAC Manual 55-10, as amended.

f. Timing:

- (1) See attached chart.
- (2) Tanker forces will be over orbit point thirty (30) minutes prior to scheduled bomber force arrival at orbit point.

g. Communications:

- (1) UHF, VHF and HF frequencies and electronic rendezvous settings are as specified in Annex "C" of this Operations Order.
- (2) Normally, voice communications will be conducted only between bomber and tanker formation leaders. Radio silence will be maintained at all times except for necessary communications.

2. EMERGENCY PROCEDURES: See Annex "B", Appendix 1.

a. Desired base altitude for refueling is 15,000'; however, tanker leaders will notify receiver leaders of any necessary change in refueling altitude or track due to weather.

3. REFUELING TIMES: Attached chart gives approximate times for B-47's to arrive at rendezvous point.

4. RENDEZVOUS: APN 12/76 will be primary means of electronic rendezvous. APN-11 will be secondary.

a. All tankers will insure APN-12 equipment is turned on at least 30 minutes prior to receiver's ETA for rendezvous point.

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b. No more than one tanker will carry AFM-11 in the "on" position at any one time. This is due to overlapping of returns on receiver's scope.

ATTACHMENTS:

1. B-47 Arrival Times

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B-47 ARRIVAL TIMES AT RENDEZVOUS POINT

23 August

<u>CELL</u>	<u>RENDEZVOUS TIME</u>
#1 (White)	1956Z
#2 (Green)	2056Z
#3 (Blue)	2156Z

25 August

<u>CELL</u>	<u>RENDEZVOUS TIME</u>
#1 (White)	0156Z
#2 (Green)	0256Z
#3 (Blue)	0356Z

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Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 4

TO

ANNEX B

OPERATIONS ORDER 201-55

GUNNERY

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307BW Ops Order 201-55
20 August 1955

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 4

TO

ANNEX "B"

OPERATIONS ORDER 201-55

GUNNERY

1. DD175: The flight is designated as Big Photo for interception purposes. Aircraft Commanders will indicate in the Remarks Section of the DD 175 the following: For Flight Service: Big Photo Mission, pass flight plan to 30 AD (Def) Willow Run Airport, Michigan; 31AD (Def) Fort Snelling, Minnesota; 29AD (Def) Great Falls AFB, Montana.

2. ROUTE:

a. The route will be close enough to the following bases for fighter interception from F-86D's:

- (1) O'Hare International Airport, Chicago
- (2) Sioux City, Iowa
- (3) Ellsworth AFB, South Dakota

b. Fighters have been scheduled for both day and night operation.

3. OPERATION OF EQUIPMENT: The A-5 Fire Control System will be turned to warm-up position as soon after take-off as power requirements permit. The system will be operated in accordance with existing technical orders and the maximum number of lock-ons will be obtained on attacking fighters.

4. FIGHTERS: Fighters may be expected at approximately the following places:

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- a. From O'Hare International Airport between the turning points at Streator, Illinois (B) and Beloit, Illinois (D).
- b. From Sioux City between the turning points at Fremont, Nebraska (H) and Sioux Falls, South Dakota (I).
- c. From Ellsworth AFB, between points (K) and (L), along the leg from Mitchell, South Dakota (J) to Rawlins, Wyoming (M).

5. IDENTIFICATION: Current edition of AFSAL 5104 will be used for identification between bombers and both fighters and GCI.

6. TYPES OF ATTACKS: The following types of pursuit course attacks may be expected from the fighters (Ref SAC Reg 51-6):

- a. Rear quarter attacks (high or low) which place fighter within firing range between azimuth angles of 30° and 90° (left or right) when measured from the bomber stern and not more than 20° above or below the horizontal plane of the bomber. (These attacks are unauthorized at night.)
- b. Tail attacks which originate between 30° left or right from bomber stern and not more than 30° above or below the horizontal plane of the bomber.

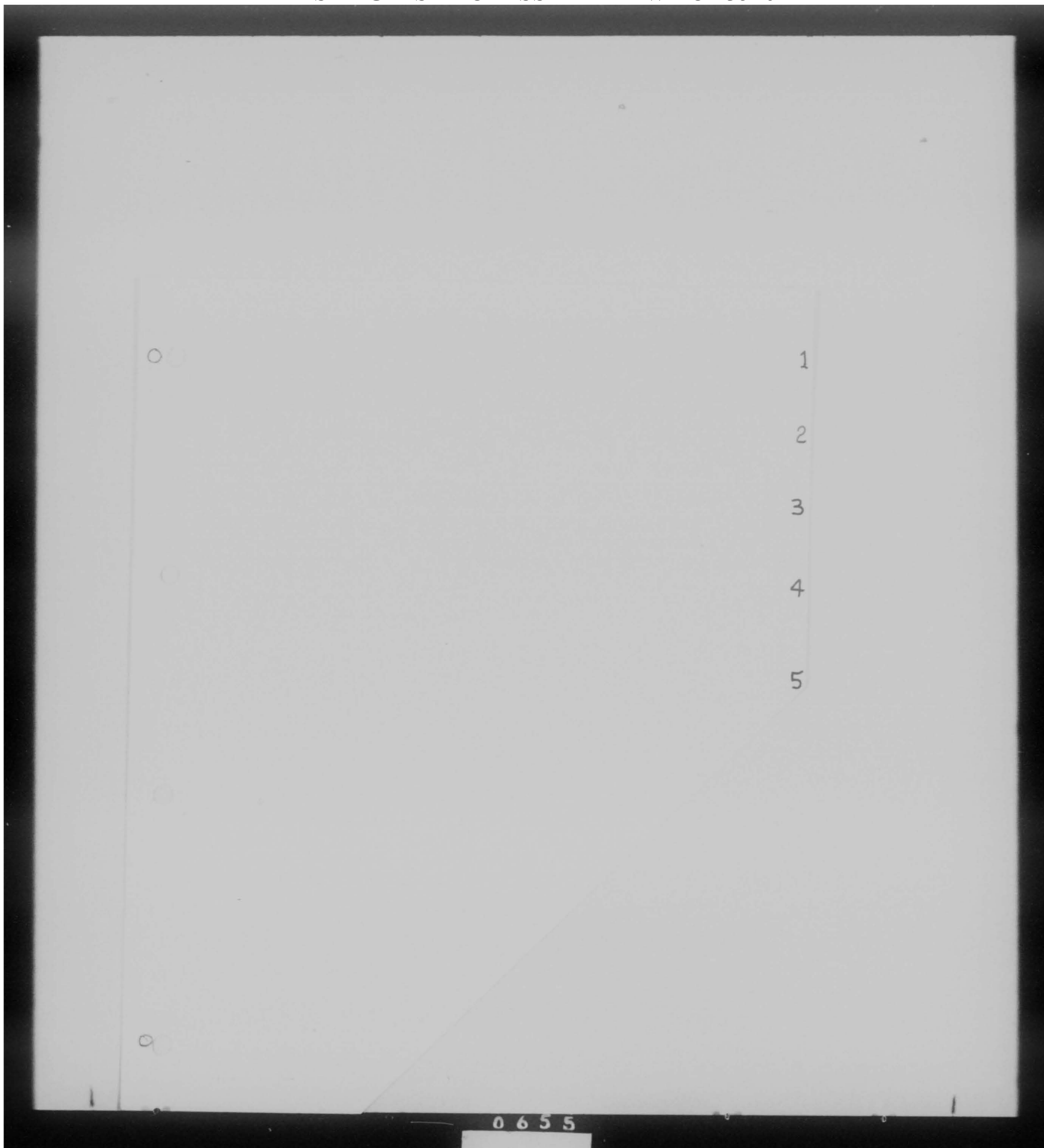
7. UNAUTHORIZED ATTACKS: Front quarter or head on attacks, i.e., attacks forward of 100° azimuth when measured from the bomber stern are unauthorized. Attacks as listed in 6(2) are unauthorized at night. These types of attacks are prohibited under SAC Reg 51-6 and ADC Reg 51-4 and will be reported to the debriefing team upon landing.

8. No evasive action will be taken by bombers of this command during this mission.

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDICAL
Lincoln Air Force Base, Nebraska
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APPENDIX 5

TO

ANNEX B

OPERATIONS ORDER 201-55

AIRC CLEARANCES

to Annex B
Ops Order 201-55
August 1955

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*Confidential*HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955APPENDIX 5TOANNEX BOPERATIONS ORDER 201-55ARTC CLEARANCES

1. ARTC CLEARANCES: The following altitudes enroute have been cleared with ARTC for this operation. All altitudes are MSL.

a. B-47 (Primary):

<u>ROUTE</u>	<u>CLEARED ALTITUDES</u>
Depart Lincoln AFB and climb on course to Marysville, Kansas; thence continue climb to optimum altitude to Streator, Illinois.	0 - 35 M
Streator - Elgin, Illinois, Beloit, Wisconsin - Descent Point (Approx 42°-16'N, 91°-07'W)	33 - 35 M
Descent Point (approximately Monticello, Iowa). Rendezvous Point 12 N.M. southwest of Marshalltown, Iowa	35 - 14 M
*Clearance from Rendezvous Point across Blue 9 airway to end refueling at approximately Harlan, Iowa	14 - 17 M

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*Confidential*ROUTECLEARED ALTITUDES

Climb to optimum altitude on refueling track
to Fremont, thence on individual tracks to
level off to Sioux Falls, South Dakota.

14 - 33 M

Sioux Falls to Mitchell, South Dakota.

31 - 33 M

Mitchell to Rawlins, Wyoming

32 - 35 M

Rawlins - Yellowstone Lake, Wyoming - Missoula,
Montana.

34 - 37 M

Missoula - Cascade Reservoir, Idaho - Boise,

Idaho - Burley, Idaho - Salt Lake City, Utah

34 - 40 M

*Salt Lake City - Bear Lake - Rock Springs,

Wyoming - Mt Zirkel, Colorado - Denver, Colo.

35 - 40 M

Denver to Lincoln

37 - 40 M

Refueling Altitude - 15,000' Pressure altitude.

Salt Lake City RBS - 36,500 and 37,000 pressure altitude.

Denver RBS - 37,500 and 38,000 pressure altitude.

b. B-47 (Alternate): In case alternate refueling track is used, the
following will be cleared with ARTC (by 307th Bombing Headquarters)

ROUTECLEARED ALTITUDES

Lincoln - Beatrice - Top of Climb (39°-13'N,
98°-13'W)

0 - 35 M

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*Confidential*ROUTE

Top of Climb - Guyman, Oklahoma - Boise City, Oklahoma - Lamar, Colorado - Start Descent (38-53N, 100-58W)	32 - 35 M
Start Descent - Rendezvous Point - (39-47N, 99-08W)	35 - 14 M
Rendezvous Point - Lincoln AFB	14 - 17 M
Lincoln AFB - Fremont - thence on individual tracks to Sioux Falls, South Dakota	14 - 33 M

Remaining route same as primary route.

Refueling altitude - 15,000' pressure altitude

c. KC-97 (Primary):

ROUTECLEARED ALTITUDES

Lincoln AFB - Nebraska City, Nebr - Top of Climb (approx 40-47N, 94-50W)	0 - 16 M
Top of Climb - Ottumwa, Iowa - Orbit Point - (12NM northwest of Cedar Rapids, Iowa)	14 - 17 M
Orbit Point - Fremont, Nebraska - Lincoln	14 - 17 M
Descent will be made over Lincoln.	17 - 0 M

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d. KC-97 (Alternate): In case alternate refueling track is used, the following will be cleared with ARTC (by 307th Bomb Wing Headquarters):

ROUTE

Lincoln - Beatrice - Top of Climb

(Approx 40-16N, 96-45W)

0 - 17 M

Top of Climb - Cascade Reservoir, Kansas -

Hill City, Kansas VOR

14 - 17 M

Hill City VOR - Lincoln

14 - 17 M

Descent will be made over Lincoln

17 - 0 M

*Refueling altitude - 15,000' Pressure altitude

e. Clearance for this flight (B-47 primary or alternate) involves compulsory reporting at the following points: (These points will be covered in specialized briefing.)

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APPENDIX 6

TO

ANNEX B

OPERATIONS ORDER 201-55

COMPETITIVE SCORING

to Annex B
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APPENDIX 6

TO

ANNEX "B"

OPERATIONS ORDER 201-55

COMPETITIVE SCORING

1. Aircraft over target - 45 points (50% of score for each target).

Squadron - % aircraft having operational radar over target.

Crews - All or nothing.

2. Aircraft completing mission - 25 points.

Squadron - % aircraft flying the route as briefed and landing
at Lincoln.

Crews - All or nothing.

3. Crews completing 50-43 - 60 points.

Squadron - % crews completing all requirements.

Crews - All or nothing.

Must complete the following: 1 wet hookup

Cell tactics

1 Grid Leg

2 Practice RES Runs

1 IBDA with scope photo

1 Cruise Control

Take-off within 3 minutes of schedule

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4. RBS runs within reliability factor - 30 points.

Squadron - % scored practice runs within reliability factor.

Crews - % scored runs within reliability factor.

5. Flight Engineering - 15 points.

Squadron - % logs within reliability factor.

Crews - All or nothing.

6. Wet Hookups - 15 points.

Squadron - % airborne aircraft accomplishing successful hookups.

Crews - All or nothing.

Successful hookups is 40,000# with G aircraft, 35,000# with F aircraft.

7. Reporting - 5 points.

Squadron (1) Strike reports - 3 points

Average time of required strike reports from
airborne aircraft.

Average time 0 - 10 min - 3 points

11 - 20 min - 2 points

21 - 30 min - 1 point

Time not received or over 30 minutes will be
scored as 31 min.

(2) HF position reports - 2 points

% required reports from airborne aircraft:

100% 2 points

70 - 99% 1.5 points

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45 - 69% 1.0 points

1 - 44% 0.5 points

Crews - Strike report only:

0 - 10 min 5 points

11 - 15 min 4 points

16 - 20 min 3 points

21 - 25 min 2 points

26 - 30 min 1 point

Over 30 min No score

Net score adjusted by % aircraft sabotaged.

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDICAL
Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 7

TO

ANNEX B

OPERATIONS ORDER 201-55

TAKE-OFF DATA

to Annex B
Ops Order 201-55
August 1955

This Appendix consists of 5 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

APPENDIX 7

TO

ANNEX "B"

OPERATIONS ORDER 201-55

TAKE-OFF DATA

B-47 TAKE-OFF DATA:

Aircraft Basic Weight	82,012
Crew Weight	765
Oil Weight	423
Operating Weight	83,200
Fuel FM	17,500
CM	17,500
AM	20,500
Fwd Aux	6,435
BB	8,238
ATO	3,627
INITIAL GROSS WEIGHT	157,000
Start and Taxi Fuel Wt	3,000
TAKE-OFF GROSS WEIGHT	154,000

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Pressure Altitude	1300'
Runway Length	10600'
Air Temperature	100°F
Critical Field Length	9540'
T.O. Distance	8230'
T.O. Speed	142 K
Refusal Speed IAS	114 K
Best Flare IAS	157 K
Line Speed IAS	88 K

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*Confidential*KC-97G TAKE-OFF DATA:

Aircraft Basic Weight		88,918
Crew Weight (7)		2,093
Oil Weight		1,470
Operating Weight		92,563
Fuel #1 Tank	1770 gals	10,178
#2 Tank	705 gals	4,041
#3 Tank	705 gals	4,040
#4 Tank	1770 gals	10,178
Ext Tank (JP-4)	1382 gals	8,983
Deck Tank (JP-4)	----	27,017
INITIAL GROSS WEIGHT		157,000
Start and Taxi Fuel Weight		1,000
TAKE-OFF GROSS WEIGHT		156,000
Pressure Altitude	1300'	
Runway Length	10600'	
Air Temperature	100°F	
T.O. Distance	6525'	
T.O. Speed	128 K	
Line Speed	96 K	

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*Confidential*KC-97F TAKE-OFF DATA:

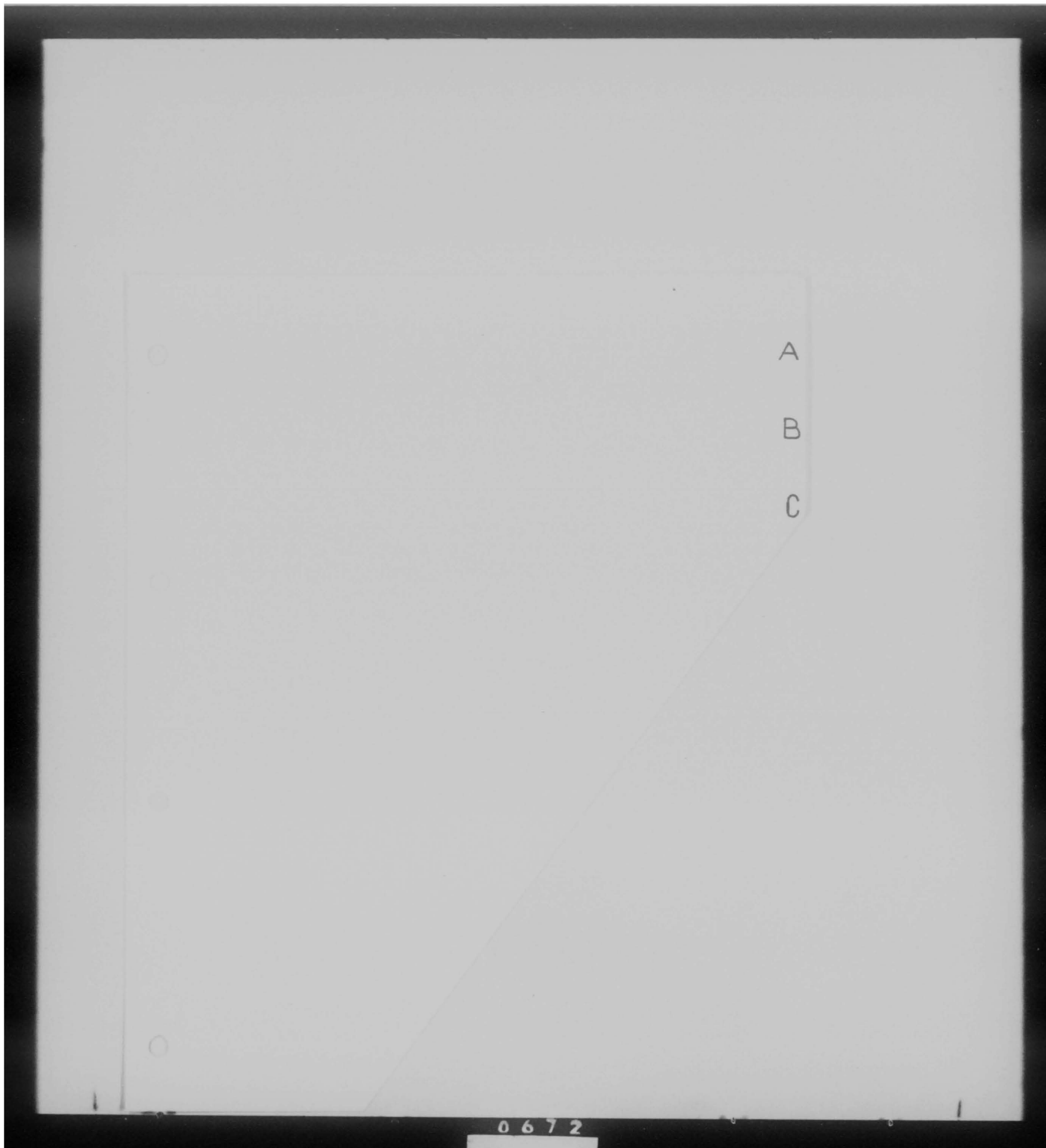
Aircraft Basic Weight		88,500
Crew Weight (7)		2,093
Oil Weight		1,470
Residual JP-4 (Deck)		1,500
Operating Weight		93,563
Fuel #1 Tank	1770 gals	10,178
#2 Tank	400 gals	2,300
#3 Tank	400 gals	2,300
#4 Tank	1770 gals	10,178
Deck Tank (JP-4)	----	31,500
INITIAL GROSS WEIGHT		150,019
Start and Taxi Fuel Weight		1,000
TAKE-OFF GROSS WEIGHT		149,019
Pressure Altitude	1300'	
Runway Length	10600'	
Air Temperature	100°F	
T.O. Distance	5625'	
T.O. Speed	125 K	
Line Speed	105 K	

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

ANNEX C

TO

OPERATIONS ORDER 201-55

COMMUNICATIONS

Annex C to
307BW Ops Order 201-55
20 August 1955

This Annex Consists of 8 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

ANNEX "C"

TO

OPERATIONS ORDER 201-55

COMMUNICATIONS

1. GENERAL:

- a. Communications procedures will be as directed in SACCEI and applicable JANAPS/ACP's except as modified herein.
- b. H.F. Tactical Position and Strike Reports (M-19 and B-11) will be transmitted as specified in paragraphs 5a and 5b, this Annex.
- c. H.F. will be utilized to the maximum extent possible as UHF/VHF back-up facility.
- d. A.T.C. reporting points will be as specified in paragraph 1e of Appendix 5 to Annex "B". Detailed procedures will be as outlined in Communications Flimsy.
- e. Fighter intercept communications will be as stated in Communications Flimsy.
- f. Radio transmissions will be held to the absolute minimum necessary to accomplish the mission.
- g. All aircraft will be under control of Lincoln Tower from start of taxi roll until take-off.

2. CHANNELIZATION:

a. U.H.F.

- (1) See Attachment 1, this Annex.

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b. V.H.F.

- (1) All KC-97 aircraft will be channelized as outlined in current Radio Facility Charts with tactical channelization, as indicated in Attachment 1, this Annex.
- (2) VHF Channel "F", 122.9mcs is designated as back-up frequency in event of UHF communication failure during Air Refueling operations. B-47 aircraft will monitor 122.9mcs on ARN-14 Omni receiver for transmissions from tankers if UHF contact is lost.
- (3) Aircraft changing position within cell will assume the assigned channelization of the new position.

c. H.F.

- (1) SACCEI standard channelization applies.

3. CALL SIGNS:

a. Refueling Area:

- (1) See Attachment 1, this Annex.

b. Color Code Call Signs listed in Attachment 1, this Annex will be used only in Air-to-Air Communications between tanker and receiver aircraft. They will not be used in communications with any ground station.

c. In transmitting H.F. Tactical Position Reports and Strike Reports, the unit Tactical Call Sign with the permanently assigned numerical suffix will be used.

d. A.T.C. Reporting.

- (1) Unit Tactical call sign with permanently assigned numerical suffix will be used. The mission nickname SECOND OUT will

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constitute the first word of the message text in all ATC reporting. The mission nickname SECOND OUT will be suffixed with ALFA on the first day and BRAVO on the second day.

d. 307th Bomb Wing Control Room.

(1) The call sign for the 307th Bomb Wing Control Room is ROCKY.

4. RENDEZVOUS EQUIPMENT CODE SETTINGS:

a. See Attachment 1, this Annex.

5. REPORTS:

a. H.F. Tactical Position Reports (B-47's):

- (1) When in Cell Formation, lead aircraft in each cell will make hourly H.F. Tactical Position Reports (M-19), for all aircraft within the cell. Position of each aircraft will be verified by cell leader on UHF Interplane frequency prior to each report. Individual aircraft not in radio or visual contact with Leader at time of position report will make individual report.
- (2) Cell Leaders will initiate one cell position report prior to air refueling IP and one report prior to cell break-up.
- (3) Hourly H.F. Tactical Position Reports will be made by individual aircraft when not in cell formation.
- (4) Reporting schedule for individual aircraft H.F. Position Reports will be as outlined in SACCEI paragraph 2101.4a. (Will be included in A/C Flimsy.)
- (5) RBS runs or air refueling rendezvous will not be interrupted to make H.F. Tactical Position Reports.

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- (6) All H.F. Tactical Position Reports will be relayed to
ROCKY only.

b. Strike Reports.

- (1) H.F. Strike Reports (B-11) will be transmitted by each aircraft immediately after bombs away over Salt Lake City. Strike Report format will be an estimate of bombing success, utilizing the Bombing Estimate Code and Strike Report Format contained in SAC Manual 55-8.
- (2) The Strike Report will be transmitted to any AACS Airways Station located at least 1500 miles from the target.
- (3) For the purpose of this mission, Andrews is designated as primary and Loring secondary for transmitting Strike Reports. Any other AACS Airways Station located at least 1500 miles from the target may be used as an alternate, including AACS stations outside the ZI.
- (4) In event of H.F. Radio failure, Strike Report may be relayed to another aircraft on UHF Channel 11 for further relay to ROCKY on H.F. For scoring purposes, relay must be through a parent squadron aircraft for credit.

c. Air Refueling Reports.

- (1) Air Refueling Report, M-11, will be in accordance with SAC Manual 55-86, except that the M-11 will be transmitted by the lead tanker in each cell and will be a consolidated report covering all aircraft refueled by each tanker cell. The M-11 Report will be relayed to ROCKY. This report

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may be transmitted to ROCKY on UHF channel 11 by lead tanker in each cell if contact can be established with no delay in transmission.

- (2) During refueling B-47 aircraft will give tankers their standard tactical call sign ROCKY _____ to enable the tankers to transmit M-11 Reports.

6. MONITORING PROCEDURES:

a. All aircraft, whether in cell formation or not, will comply with provisions of SAC Monitoring Procedure Alfa during the entire mission except during RES runs and air refueling.

7. H.F. BACKUP COMMUNICATIONS:

a. Reliability of H.F. as a communications facility backup will be evaluated by all aircraft as follows:

- (1) Contact between Lead Aircraft and other aircraft in each cell will be established on Channel 4, H.F. interplane frequency.
- (2) Lead B-47 aircraft in each cell will attempt H.F. contact with lead tanker when approximately 150 miles from rendezvous area on Channel 4, H.F. interplane frequency.
- (3) B-47 aircraft will attempt contact for radio check only with Salt Lake City and Denver RES sites on H.F. Channel 4 prior to reaching IP. H.F. communications with RES during bomb runs will be used only in case of UHF failure.

8. H.F. CONTROL STATIONS:

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a. For the purpose of transmitting a Recall message or any other information from this Headquarters to aircraft on this mission, the following AACCS Airways Stations are designated:

- (1) Offutt - Primary
- (2) Carswell - Secondary

9. LOGS:

a. Radio Logs will be maintained in flight in accordance with instructions contained in paragraph 5f, 307th Bomb Wing Letter 100-2 and Sample Log format, page 11A, B-47 Aircraft Commander's Communications Flimsy.

10. PROCEDURES:

a. Normal.

- (1) Air/Ground Radio-Telephone procedures will be in accordance with USAF Supplement to ACP 125(A).

b. Emergency.

- (1) Emergency procedures outlined in current editions of Radio Facility Chart, U.S. and Supplementary Flight Information Document, North America.

11. COMMUNICATIONS FAILURE:

a. In the event of complete communications failure, procedures outlined on page 5, B-47 Aircraft Commander's Communications Flimsy will apply.

12. RECOGNITION AND AUTHENTICATION:

a. Recognition and authentication will be in accordance with paragraph 5e, Wing Letter 100-2.

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13. I.F.F.:

- a. I.F.F. will be as prescribed in SAC Regulation 55-23.

14. NAVIGATIONAL AIDS:

- a. As outlined in current Radio Facility Chart.

15. RECALL:

- a. The recall word for this mission will be "ROTTERDAM".

ATTACHMENTS:

1. Refueling Info Sheet

DISTRIBUTION:

Same as basic

OFFICIAL:

Robert W Christy

ROBERT W CHRISTY
Colonel, USAF
Director of Operations

LOUIS G THORUP
Colonel, USAF
Commander

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REFUELING INFORMATION SHEET

		INITIAL		REFUEL		12/76	
		CONTACT		FREQ	CH	RENDZ CODE	
ROCKY CALL	RUNNER CALL	FREQ.	CH	FREQ	CH	12/76	11
ROCKY WHITE LEADER	RUNNER WHITE LEADER	266.2	2	266.2	2	T-4 R-6	1-2-1
ROCKY WHITE TWO	RUNNER WHITE TWO	266.2	2	303.2	10		
ROCKY WHITE THREE	RUNNER WHITE THREE	266.2	2	279.8	10		
ROCKY GREEN LEADER	RUNNER GREEN LEADER	256.0	2	256.0	2	T-5 R-7	1-1-1
ROCKY GREEN TWO	RUNNER GREEN TWO	256.0	2	318.0	10		
ROCKY GREEN THREE	RUNNER GREEN THREE	256.0	2	291.9	10		
ROCKY BLUE LEADER	RUNNER BLUE LEADER	266.2	2	266.2	2	T-6 R-8	2-1-1
ROCKY BLUE TWO	RUNNER BLUE TWO	266.2	2	324.2	10		
ROCKY BLUE THREE	RUNNER BLUE THREE	266.2	2	308.8	10		

U.H.F. CHANNELIZATION
(all Aircraft)

CHANNEL	FREQUENCY	SERVICE
1	236.6	Control Tower (Primary transient, secondary local aircraft)
2	(See Refuel Info Sheet Above)	Receiver/Tanker Leaders initial contact & Refuel frequency. Other aircraft monitor as directed by Leader.
3	275.8	Control Tower (Primary ground control, secondary local control transient aircraft)
4	257.8	Control Tower (Civil-All Military aircraft)
5	255.4	INSAC (Airways reporting below 17,200)
6	301.4	CMA Centers (Airways reporting above 17,200)
7	384.6	RFS
8	258.2	RFS
9	356.8	RFS
10	(See Refuel Info Sheet Above)	Refueling Channel for Number two and three Receiver/Tanker each Cell.
11	341.4	ROCKY/Interplane all aircraft.
12	364.2	GCI Common
13	351.0	Fighter/Bomber Common.
14	305.4	UHF/DF
15	363.8	Approach Control
16	256.6	GCA Lincoln AFB (Final Approach control)
17	355.8	GCA (AF search control)
18	289.4	GCA (AF final approach control)
GUARD	243.0	Emergency

V.H.F. TACTICAL CHANNELIZATION
(KC-97 Aircraft)

CHANNEL	FREQUENCY	
E	133.56	Interplane First Cell
E	138.42	Interplane Second Cell
E	134.82	Interplane Third Cell
F	122.9	Secondary Interplane

Attach 1 to Annex C
307EW Ops Order 201-55
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D

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDICAL
Lincoln Air Force Base, Nebraska
20 August 1955

ANNEX D

TO

OPERATIONS ORDER 201-55

SECURITY

Annex D to
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August 1955

This Annex Consists of 3 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
20 August 1955

ANNEX "D"

TO

OPERATIONS ORDER 201-55

SECURITY

1. Aircraft security procedures including anti-sabotage inspection prior to flight will be accomplished. Attention is directed to S.C. Technical Pamphlet 170-1A, February 1955.
2. It is the joint responsibility of the 818th Air Police Squadron and the personnel of this Wing to secure and defend all those elements which are indispensable to the accomplishment of this mission.
3. Penetration teams will be established and sabotage efforts will be attempted prior to the mission take-off.
4. Personnel, military or civilian who cannot show "right or need" to be in Restricted Areas and are apprehended will be turned over immediately to the Air Police at the access points of the flight line.
5. In the event of emergency landings, Aircraft Commanders are responsible for security of aircraft.
6. The Squadron Commander, through his security officer, or his designee, will be responsible for the clearance status of all personnel assigned his unit and will personally identify them for access to classified briefings and critiques.

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7. Attention is directed to Air Force Regulation 205-1, paragraph 16b, Attachment 1, which pertains to unauthorized disclosure of classified material.

LOUIS G THORUP
Colonel, USAF
Commander

DISTRIBUTION:

Same as Basic

OFFICIAL:

Robert W Christy
ROBERT W CHRISTY
Colonel, USAF
Director of Operations

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20 Aug 55

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SPECIALIZED BRIEFING

OPERATION "SECOND OUT" ALPHA

1. Station times, start engines, taxi and take-off times are as listed on the black boards.

a. You will be under control of the tower from taxi through take-off. South, take off on course; North, left turn to course.

b. I will now describe the procedures to be used for taxi and take-off:

Explain - using terms - Before Line-up C.I.

Before Take-off C.I.

Back to 70%

Run up simultaneously

c. Late take-offs: Naturally we hope that there will be no late take-offs; however, if there are the following governs: To get credit for having flown the mission as briefed, you must take off within 3 minutes of schedule. There are three factors which can be used to compensate for late take-offs. The first is that tanker aircraft are instructed to wait at the orbit a maximum of 20 additional minutes for their individual receiver. Receiver leaders upon first contact with tanker leader will inform him of the number of receivers in the formation. The second factor is that an aircraft taking off late can cut the first leg short to the refueling A.P., thereby saving 20 minutes. The third is on the cell break-up portion, whereby the leader can save nothing, #2 15 minutes and #3 30 minutes.

Using these three factors we can arrive at maximum allowable late take-off times for each aircraft as follows:

#1 may be 20 minutes late maximum, since he can make up only 20 minutes on first leg.

#2 can be 35 minutes late, since he can make up the 20 minutes

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plus the 15 minutes on the cell break up.

#3 can be only 40 minutes late since he can make up the 20 minutes on the first leg, plus only 20 minutes on the cell break-up leg, since the tanker can only wait 20 minutes. These times are maximum allowable, 20, 35 and 40 minutes, and will not be exceeded.

These times apply to the secondary refueling track also.

Of course, any aircraft using a different route than briefed on the first leg must get his own 1000' on top ARTC clearance, and also inform ARTC when he has joined the formation.

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REFUELING

Refueling will be in accordance with the procedures outlined in SAC Manual 55-10, as amended by the recently received interim change.

As you know the present procedure incorporates portions of the prior SAC Manual and of the procedures included in what we know as "quick rise".

Compulsory reporting points for refueling squadron. Last aircraft leaving orbit area will notify Dallas, Ill. Radio. Of this fact, thereby closing flight plan. Each aircraft will contact Lincoln Tower when returning and over Fremont, Nebraska. KC-97's are cleared across sector 4 and Victor 15. Airways at between 10 - 12 K feet.

Refueling Base Altitude - 15,000' RA

Refueling Air Speed - 254 - 289 knots TAS. Notice that this is true airspeed.

The 254 knots TAS will be assumed by the tankers when the receivers are 12 miles distant.

Tanker orbit airspeed is 226 knots TAS.

The Air Refueling Squadron may be excused at this time.

DISCUSS THE FLIMSY:

Will everyone please get out their crew flimsy.

This flimsy was put together very carefully. We have tried to make it as easily usable as possible. We have tried to incorporate our own ideas and your ideas expressed after "First Out".

I suggest that after this briefing and before the mission, you study the Operations Order, of which you all have a copy, and follow that with a close study of the flimsy. You should then not have to refer to the Ops Order during flight and will be thoroughly familiar with the flimsy. We

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want to evolve a standard, optimum filmy and solicit your comments, especially at the debriefing.

Please open your filmy. Notice the index at the front, showing position of the eight individual leg maps, the alternate refueling leg maps, communications, observer's information and runway information.

Please turn to the first leg map. Notice that there are places to fill in various times in upper right corner. Also in lower left there is a space for compulsory reporting points. These have just been established and I will read them out for you to copy in a few minutes.

Notice that we have the necessary communication info on the legs. If you don't understand the small notices, its spelled out in the back in the Communications Section which is written in a consecutive fashion.

Please turn to page 6. Notice at bottom center the information Min. Fuel aboard Direct Lincoln AFB. This designates the fuel necessary to fly to Lincoln with 20,000 reserve.

Please turn to page 7.

Notice at the top it names the point where the combat position of the cabin pressurization system starts. On page 8 it shows the end at Bear Lake, Utah after the Salt Lake RBC.

Compulsory reporting points follow:

CELL TACTICS

We come now to cell tactics.

Discussion of tactics is TOP SECRET, and you are to conduct yourselves accordingly. At this time I ask all persons who do not have TOP SECRET clearance or INTERIM clearance to leave the room.....

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Now I ask Squadron Commander to confirm the fact that those left of their command are so cleared; Col Showalter, Col Richard, Col Aenschbacher, Captain Gottlieb, or Major Blue.

(Discussion on this section omitted due to classification)

If you must abort the cell turn right 15° for 6 minutes, then return to Lincoln Low Frequency range, meanwhile getting clearance from ARTC. Another aircraft charting at approximately the same time should turn left out of the cell.

We'll go on now to the cell break-up. Any questions.

Then to the first and second control points. Purpose is to establish timing over RRS.

Your timing over the RRS Site must be within minus 5 minutes or you must not make an RRS run, but tell the site you are late and will merely fly over.

For IBDA, be sure you have the crew procedures very carefully planned out in advance since things get a little harried at that point. The point is to make the breakway turn as quickly as possible but first obtaining the TH and TAS for scoring purposes. Incidentally, it is clear to an observer at the RRS site whether a breakaway turn was made.

We will not have a representative at the site make normal calls.

Danger Areas:

Area No.	Time	Altitude	General Location
R-196	Unlimited	Unlimited	20 NM S.W. Salina, Kans 25 NM S.E. Rapid City, S.D.
R-190	Unlimited	Unlimited	30 NM S.E. Rapid City, S.D. 30 NM North of Bomber Course
R-252	Days	30,000'	40 NM North of Rawlins 5 NM Right of Course

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Area No.	Time	Altitude	General Location
R-254	Days	Unlimited	Bear Mountain Home, Ida. 20 NM South of Course
R-458	Days	Unlimited	20 NM North of Burley, Idaho 20 NM North of Course
R-257 R-259	Unlimited	Unlimited	Wendover Gunnery Range 50 NM West of Salt Lake City 25 NM Southwest of Course

Captain Morris - Communications.

Capt. Kimberlin -

Lt Anderson - Gunnery

CERTIFIED A TRUE COPY:

Marshall B. Kushner
Marshall B. Kushner, 2/Lt USAF

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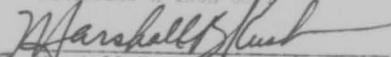
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SECRET

CRITIQUE OF FORWARD OUTS

1. ROLL CALL.
2. THIS CRITIQUE IS CLASSIFIED Secret AND PERSONNEL ARE CAUTIONED TO CONDUCT THEMSELVES ACCORDINGLY.
3. COLONEL THORUP, GENTLEMAN, I AM LT COLONEL BAXTON, CRITIQUE OFFICER FOR OPERATIONS.
4. THE PURPOSE OF THIS CRITIQUE IS TO PRESENT TO THE ASSIGNED CREWS THE ANALYSIS OF THE BOEING STEARMAN OPERATIONS DURING GYT ALPHA AND BRAVO, FLIGHT ON THE 23RD AND 21ST, RESPECTIVELY. 307TH BOMB OPERATIONS ORDER 201-55 DIRECTED THIS MISSION TO CONDUCT RADAR WARNING ATTACKS ON SALT LAKE CITY AND DENVER. THE TASK FORCE CONSISTED OF 9 B-47(S) AND THREE (3) GROUND SPACES EACH DAY. THE 307TH AIR REFUELING SQUAD WITH THE SUPPORT FROM THE 98TH AIR REFUELING SQUAD, WOULD MOUNT NINE (9) TANKER SORTIES AND ONE WEATHER AIRCRAFT IN SUPPORT OF THIS MISSION.
5. 50-43 TRAINING THAT WAS TO BE ACCOMPLISHED BY THE B-47 CREWS WAS AS FOLLOWS: REVIEW MISSIONS
 1. GYL TACTICS TO INCLUDE ENROUTE GYL AND REFUELING GYL FORMATION.
 2. ELECTRONIC HINDERANCE.
 3. HEAVY WEIGHT REFUELING.
 4. GRID LST.
 5. TWO (2) CONTROL TIME PROBLEMS.
 6. A RBS RUN ON SALT LAKE CITY AT .81 MACH, TO INCLUDE IEDA PROCEDURES.
 7. A RBS RUN ON DENVER AT .74 MACH.
 8. WITH A LANDING AT LINCOLN AFB.

CERTIFIED A TRUE COPY


 Marshall E. Kussner, 2/Lt USAF

SECRET

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SECRET

6. I WILL CRITIQUE FIRST THE OPERATIONAL ASPECTS OF SECOND OUT ALPHA, THEN FOLLOW WITH SECOND OUT BRAVO.
7. ALL TANKER AIRCRAFT WERE OFF ON TIME. THIS IN ITSELF IS CONSIDERABLE CONSIDERING THE DIFFICULTIES ENCOUNTERED. FOUR (4) OF THE PRIMARY TANKERS GROUND LATER WHICH NECESSITATED THE UTILIZATION OF GROUND SPARES. THREE (3) OF THESE ABORTS WERE DUE TO PROP TROUBLE, AND ONE (1) DUE TO EXCESSIVE MAG DROP. THREE (3) OF THE SCHEDULED NINE (9) B-47's WERE LATE. CAPT RIFFORD, WITH COLONEL THORUP ON BOARD AS AIRBORNE COMMANDER, WAS LATE 26 MINUTES. THIS WAS DUE TO LACK OF OIL PRESSURE ON #2 ENGINE WHEN IN T.O. POSITION, WHICH RESULTED IN A DELAY FOR THE REMAINING TWO (2) AIRCRAFT IN THE CELL. HOWEVER, THESE AIRCRAFT WERE OFF WITHIN THE ALLOWED TOLERANCE OF THREE (3) MINUTES. (FOR SCORING PURPOSES)
8. SEVEN (7) CREWS ACCOMPLISHED CELL TACTICS. CAPT RIFFORD WAS LATE TAKING OFF AND PROCEEDED DIRECT TO REFUELING AREA. CAPT BROOKS' RADAR WAS OUT AND WAS UNABLE TO ACCOMPLISH STATION KEEPING. THIS CREW JOINED VISUALLY AND MAINTAINED POSITION BY THIS MEANS. CREWS THAT ACCOMPLISHED STATION KEEPING EXPERIENCED NO MAJOR DIFFICULTY. AS YOU RECALL, WE WERE EXPERIMENTING AS TO PROCEDURES TO BE USED IN CELL JOIN-UP AFTER TAKE-OFF AND MAINTAINING POSITION DURING ENROUTE CELL. IT WAS FOUND THAT WITH THE LEADER FLYING 20K BELOW CLIMB SPEED THAT THE #2 MAN JOINED UP WITH NO DIFFICULTY. HOWEVER THE #3 MAN WHO MAINTAINS POSITION ON #2, HAD DIFFICULTY IN JOINING DUE TO BOTH AIRCRAFT FLYING SAME CLIMB SPEED ON 310K. IN MOST CASES, THE #3 MAN JOINED BY CUTTING OFF LEADER ON FIRST TURNING POINT. THIS WAS ACCOMPLISHED VISUALLY AND NOT BY RADAR. IT WAS THE GENERAL OPINION OF THE CREWS THAT THIS PROCEDURE IS WORKABLE. DURING THE ENROUTE CELL KEEPING,

2

REVIEWED & TRUE COPY:
Harshell B. Kushner
 Marshall B. Kushner, 2/LT USAF

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ALL OF THE CREWS USED THE PROCEDURE OF THE OBSERVER GIVING ALTITUDE CORRECTIONS RIGHT OR LEFT AND THE A/C ADJUSTING POWER ACCORDING TO HIS POSITION; I.E., WHETHER 1-1/4 MILE OR 3/4 MILE FROM AIRCRAFT AHEAD. THIS WORKED SATISFACTORILY. CREWS DID NOT RECOMMEND THAT AIRCRAFT BE FLOWN FROM SECOND STATION DURING CELL TACTICS. AT THE REFUELING IP, THE FORMATION CHANGED TO THE REFUELING CELL WITH NO PROBLEMS AND ALSO MAINTAINED POSITION DURING DESCENT.

9. DISCUSS REFUELING ---- RENDEZVOUS OF FIRST CELL:

- a. UNABLE TO ACCOMPLISH 12/76 - COULD NOT PICK UP ANY SIGNAL FROM RECEIVERS. TANKERS HAD CHECKED THEIR 12 AGAINST 98TH GROUND STATION AFTER TAKE-OFF. AGE HAS STATED:
- b. LEAD TANKER ASKED RECEIVERS TO TURN OFF 26's ONE AT A TIME, BUT THIS DID NOT HELP.
- c. APN/11 ONLY ACCOMPLISHED. DARDEN PICKED UP SIGNAL AT 75 MILES. DELAYED DESCENT DUE TO RECEIVING MULTIPLE SIGNALS, RESULTING IN OVERRUNNING TANKERS. RECEIVERS ALSO NEGLECTED TO GIVE ETA TO RDE POINT. THIS WAS PARTLY DUE TO STAYING ON ROCKY FREQUENCY IN AN ATTEMPT TO BRING CAPT BIFFORD, WHO TOOK OFF LATE INTO THE REFUELING FORMATION. PROBLEM ALSO IN MAKING SO MANY POSITION REPORTS DURING PERIOD OF CONTACTING TANKERS. THIS WAS CORRECTED FOR THE "BRAVO" FLIGHT AND PRESENTED NO PROBLEM. SUGGEST THAT REPORTING BE DELEGATED TO #2 MAN IN FUTURE. RENDEZVOUS WAS FINALLY ACCOMPLISHED BY RECEIVERS DOING A 360 AND HOMING IN ON APN/11.

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#2 CELL, LED BY FRANKLIN AND GIBSON, AFFECTED A 12/76 RDE WITHOUT ANY PROBLEM. ON #3 CELL ARMSTRONG TURNED OVER RDE TO #2 TANKER WHEN HE WAS UNABLE TO CONTACT RECEIVERS. THIS FLIGHT ALSO AFFECTED A SUCCESSFUL 12/76 RDE WITHOUT ANY PROBLEM. AT END OF REFUELING THE RECEIVERS OF ALL CELLS WERE PRETTY MUCH IN REFUELING FORMATION. TANKERS MADE A LEFT TURN OFF REFUELING TRACK AND RECEIVERS PROCEEDED ON TO FREMONT, NEAR #3 CELL BREAKUP.

10. LESSONS LEARNED:

- a. RECEIVERS SHOULD MAKE CONTACT WITH TANKERS ON PRIMARY FREQUENCY AS SOON AS POSSIBLE AFTER ARRIVING AT REFUELING IP.
- b. RECEIVER, WHEN IN CONTACT WITH TANKER, MUST FURNISH ETA TO RENDEZVOUS POINT.
- c. ALL RECEIVERS MUST STAY ON PRIMARY REFUELING FREQUENCY UNTIL VISUAL CONTACT IS MADE WITH TANKERS, THEN GO TO THEIR REFUELING FREQUENCY.

11. ON SECOND OUT BRAVO - NINE (9) TANKERS WERE AIRBORNE. OF THESE, FIVE (5) AIRCRAFT WERE ON TIME AND FOUR (4) WERE LATE APPROXIMATELY NINE (9) MINUTES. LATE TAKE-OFFS WERE DUE TO THE TOWER CLEARING A KC-97 TO LAND AND THE ENTRANCE TO THE RUNWAY BEING BLOCKED BY LEAD TANKER WHICH PREVENTED KC ON RUNWAY FROM CLEARING TO THE RAMP. HAVING TO USE RUNWAY 35 NECESSITATED AIRCRAFT TO TAXI TO THE SOUTH RUN-UP PAD. ONE (1) AIRCRAFT WAS LATE DUE TO GROUND ABORT OF PRIMARY TANKER AND GROUND SPARE HAD TO BE USED. OF THE NINE (9) PRIMARY TANKERS SCHEDULED, FOUR (4) GROUND ABORTED DUE TO COWL FLAPS, EMERGENCY BRAKE ACCUMULATOR, EXCESSIVE MAG DROP AND BOOM TROUBLE.

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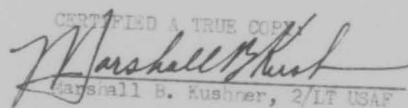
NINE (9) B-47's WERE AIRBORNE, OF WHICH TWO (2) WERE ACTUALLY ON TIME. TWO (2) AIRCRAFT IN THE LAST CELL WERE DELAYED FOUR (4) MINUTES DUE TO TOWER PREVENTING AIRCRAFT FROM TAXIING TO THE SOUTH RUN-UP PAD DURING DARKNESS. I PERSONALLY COOPED ON THIS FOR NOT TAKING THIS INTO CONSIDERATION WHEN PLANNING THE MISSION. THESE AIRCRAFT ARE CONSIDERED AS BEING OFF ON TIME FOR THE PURPOSES OF THIS MISSION. I WOULD ADD THAT THE LEADER OF THIS CELL, MAJDA MINNICH, MADE GOOD JUDGMENT WHEN HE ADVISED HIS WINGMAN THAT HE WOULD EXTEND HIS TAKE-OFF BY FIVE (5) MINUTES TO ENABLE THEM TO JOIN UP TO AS TO ACCOMPLISH CELL TACTICS. TWO (2) ACFT IN THE FIRST CELL WERE LATE THREE (3) MINUTES, DUE TO THE DELAY OF THE TANKER FORMATION AND THE THIRD ACFT WAS LATE DUE TO CHANGE TO SPARE ACFT AND RADAR DIFFICULTY. TWO (2) ACFT IN THE SECOND CELL WERE LATE ONE (1) MINUTE, DUE TO THE GROUND CREW FAILING TO REMOVE THE GROUND STATIC WIRE. THIS WAS REMOVED WHEN ACFT REACHED THE SOUTH RUN-UP PAD.

EIGHT (8) B-47 CREWS ACCOMPLISHED CELL JOIN UP AND STATION KEEPING. NO PROBLEMS ENCOUNTERED. PROCEDURES THAT WERE FOLLOWED WERE SIMILAR TO SECOND OUT ALPHA. A SUGGESTION BY CAPT HOOVER THAT DURING STATION KEEPING THE OBSERVER SHOULD CONTINUOUSLY KEEP THE ACFT COMMANDER INFORMED OF POSITION BY STATING, HOLDING, OVERRUNNING, OR FALLING BACK. THIS WOULD GIVE THE ACFT COMMANDER AN IDEA AS TO HOW MUCH POWER TO HOLD TO MAINTAIN POSITION. CAPT BOUDREAUX DID NOT ACCOMPLISH CELL TACTICS DUE TO TAKING OFF LATE AND PROCEEDING DIRECT TO THE REFUELING AREA. AT THE REFUELING IP, THE FORMATION CHANGED TO THE REFUELING CELL WITH NO PROBLEMS AND ALSO MAINTAINED POSITION DURING DESCENT.

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12. DISCUSS REFUELING - RENDEZVOUS OF FIRST CELL.

UNABLE TO PICK UP RECEIVER'S 76 SIGNAL ON APR/12. TURNED OVER RENDEZVOUS TO #2 TANKER. THIS TANKER HAD POSITIVE CONTACT WITH RECEIVERS. WHEN RECEIVERS CLOSED TO ABOUT 50 MILES THE LEAD TANKER BEGAN PICKING UP SIGNALS SO TOOK THE RDZ DIRECTION AWAY FROM THE #2 TANKER. THE RECEIVERS OVERRIDED THE TANKERS TO THE RIGHT. THE RECEIVER LEADER HAD BEEN MONITORING THE RDM ON HIS APS/23, SO WHEN THE RECEIVERS OVERRIDED, HE DIRECTED THE TANKERS TO MAKE A TURN TO 150° AND FLARED IN ON THE TANKERS APR/11. THE RECEIVER LEADER DID NOT GIVE THE TANKERS AN ETA TO THE RDZ POINT BUT GAVE ETA TO DESCENT POINT.

CELL #2

THE LEAD TANKER HAD COMMUNICATIONS DIFFICULTY SO ASKED #3 TANKER TO CONTACT REC. FINALLY CONTACTED RECEIVERS WHEN THEY WERE 30 MILES OUT. TANKERS HAD NO CONTACT ON APR/12 - RECEIVERS ACCOMPLISHED A APR/11 RDZ.

CELL #3

THIS CELL ACCOMPLISHED A APR/12-76 RDZ. HAD DIFFICULTY IN OBTAINING SIGNAL AT FIRST, BUT RECEIVED A STRONG SIGNAL WHEN RECEIVER LEADER WAS INSTRUCTED TO TURN OFF 76 IN HIS ACFT AND #3.

TWO (2) RECEIVERS ABORTED - PERHAPS AND HOOVER.

AFTER REFUELING, RECEIVERS PROCEEDED TO FREMONT, NEBRASKA FOR CELL BREAK UP

13. LESSONS LEARNED:

- a. CONTACT WITH TANKERS
- b. ETA TO RDZ POINT.
- c. WHEN RDZ IS GIVEN TO ANOTHER TANKER IT SHOULD REMAIN THERE RATHER THAN TAKE IT BACK AGAIN.

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THIS CONCLUDES THAT PORTION OF THE CRITIQUE THAT PERTAINS TO THE REFUELING SQUADRON. I WOULD LIKE TO OPEN THE CRITIQUE TO QUESTIONS CONCERNING THIS PORTION, AFTER WHICH THE TANKER GROUP WILL BE DISCUSSED.

WE ARE NOW READY TO PROCEED WITH THE RESULTS OF THE MISSION BY SEPARATE CATEGORIES. THESE CATEGORIES WILL BE CRITIQUED BY EACH JUNG STAFF SPECIALIST. THEIR PURPOSE IS TO EMPHASIZE GOOD PERFORMANCE AND POINT OUT ERRORS IN ORDER THAT FUTURE TRAINING CAN BE DIRECTED TOWARD CORRECTING THE DEFICIENCIES SHOWN IN THIS CRITIQUE, AS WELL AS TO IMPROVE OUR CAPABILITY.

LT CLINEBARD FOR INTELLIGENCE
CAPT BIASTI FOR BOMBING AND NAVIGATION
CAPT KIMBERLIN FOR PERFORMANCE
CAPT MORRIS FOR COMMUNICATIONS
CAPT ANTONETTI FOR SQUADRON AND CREW RATING
LT COL PAXTON FOR OPERATIONS

THIS CONCLUDES THE FORMAL CRITIQUE. WE WILL NOW OPEN THIS MEETING TO QUESTIONS FROM THE CREWS.

1. SQUADRON COMMANDERS
2. COLONEL CHRISTY
3. COLONEL THORP

ATTENTION!

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30700

Flash Reports Second Out Bravo

DO

30700

3 Sep 55
Lt Col/TAXCOM/esp/246

Attached Flash Reports on Second Out Bravo submitted for your information, and files.

6 Incls

1. Gen Info
2. Bom-Mac Section
3. Bom-Nav Results
4. Bomb Results
5. Communications Rept
6. Intelligence Report

ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

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SECOND CUT - BRAVOGENERAL INFORMATION:

Operation Order: Rated by all crews as good and an improvement over previous operations order "First Cut".

Flimsy: Rated by all crews as very good. Easy to handle and follow along in flight. Suggestions were made to include VOR stations and frequency and control times on each leg.

Take-Off: Nine tanker aircraft airborne. Five on time, four late approximately 6 minutes. Late take-off in part due to traffic and having to taxi to South runup pad for North take-off. Also due to abort of four primary tankers and having to utilize ground spares. Aborts due to cowl flaps; wouldn't close, emergency brake accumulator, 200 RPM mag drop, and boom trouble.

Nine B-47's airborne. Four aircraft on time. First two aircraft delayed due to traffic and tankers being delayed (late 2 min). Third aircraft in cell late due to change to spare aircraft and radar trouble. Two aircraft in third cell late 4 and 8 minutes, respectively. This was due to aircraft being prevented by tower to use South runup pad during darkness. Tower advised Control Room twenty minutes prior to scheduled take-off time. They estimated it would take 40 minutes to get flare pots out. This necessitated aircraft holding at North runup pad until individual aircraft taxied to South end of runway for take-off.

Cell Keeping: Tankers reported no difficulty except one aircraft having APS/42 inoperative. Eight (8) B-47 aircraft accomplished cell join-up and station keeping. Utilized procedure during join-up of leader flying 20K below charted climb, worked very well.

Refueling: Seven (7) receivers were refueled. Five (5) receivers received 40,000# or better, one (1) received 35,770# and one (1) 39,000#. These aircraft were refueled by KC-97's. Two (2) B-47's did not receive fuel. Capt Peebles' aircraft lost all communications equipment (UHF-HF-Omni) and bomb bay tank gauges were inoperative. Capt Hoover's aircraft had malfunctioning slipway door. Could not open even though all emergency procedures were used. Average time for refueling was 14.8 minutes.

Rendezvous: Three (3) successful rendezvous were accomplished; two (2) of these being APN/11 - APS/23 type and one (1) APN/12 - APN/76.

Air Aborts: Two (2) B-47 aircraft aborted in flight. Capt Peebles flew mission up to refueling. Lost all communications and bomb bay gauges, returned to Lincoln. Capt Hoover flew mission up to refueling. Slipway door would not open due to broken actuator arm. All emergency procedures failed to operate door. Crew returned to Lincoln, flying out fuel on board and accomplishing nine (9) radar camera attacks.

Fighters: No fighter intercepts or contacts.

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COMMUNICATIONS FLASH REPORT"HUNGLOD OUT" BRAVO

HF Communications were very satisfactory. All strike reports were transcribed within 10 minutes to Primary Station - Andrews.

A/C	NCS REPORTS		STRIKE REPORTS	
	Recd	Decl		
Holden	5	5	Yes	Andrews
Hull	3	3	Yes	Andrews
Boudreaux	3	1	Yes	Andrews
Sullivan	5	8	Yes	Andrews
Guderkirk	3	3	Yes	Andrews
Minnick	5	5	Yes	Andrews
Webster	3	3	Yes	Andrews

Boudreaux complied with slot time position reporting schedule as briefed, and did not attempt to make reports outside those periods. This limitation is a definite handicap to the crews for scores.

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INTELLIGENCE FLASH REPORT

"RESCUED OUT" BRAVO

No encounters.

One (1) sighting near Chicago.

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BOMB/NAV RESULTS372nd Bombardment Squadron

<u>A/C</u>	<u>Observer</u>	<u>Salt Lake Score</u>	<u>Denver Score</u>	<u>Cont Pt #1</u>	<u>Cont Pt #2</u>	<u>Grid CE Obs Estimate</u>
Holden	Anthony	3320	550	1 1/2 min late	2 min late	15 mile
Hull	Bilek	6500	2750	---	1 min late	12 mile
Boudreaux	Hart	Aborted (X Sys Malfunction)	9650 (Half Run)	---	3 min early	00

370th Bombardment Squadron

Sullivan	Bathurst	4600	1650	2 min late	00	20.5 mile
Ruderkirk	Weber	4050 (Half fixed angle run)	19,200 (Half fixed angle run)	1 min late	1 min early	35 mile
Reebles	Schwartz	(Aborted due to Communication Failure)				

371st Bombardment Squadron

Minnick	Johnson	1900	1820	1 min late	45 sec early	8 mile
Webber	Allen	1950	2750	1 min early	1/2 min early	8 mile
Hoover	Pelletier	(Aborted because of inability to open slipway door)				

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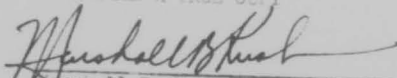
BOMB/MAY SECTION

"SECOND CUT" BRAVO

1. Five (5) record runs were made on Salt Lake City.
Average CE 3,654
Reliability 60%
2. Five (5) practice runs were made on Denver.
Average CE 1,904
Reliability 100%
3. Average CE on all of the above runs: 2,779
4. Average error on control points: One (1) minute
5. Average Grid CE (Observer Estimate): 14 f.m.

Attachment:
Breakdown by Crews

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BOMB RESULTS

RELIABILITY BY SQUAD

302nd Bombardment Squadron

Major Holden	100%
Major Hull	50%
Capt. Boudresux	Aborted Salt Lake and Malfunction Run at Denver.

100th Bombardment Squadron

Major Sullivan	50%
Major Underkirk	Malfunction Runs
Captain Peebles	Aborted Mission

31st Bombardment Squadron

Major Minnick	100%
Major Webber	100%
Captain Hoover	Aborted Mission

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HEADQUARTERS
EIGHTH AIR FORCE (HAF)
Wentover Air Force Base
Lowell, Massachusetts

NOTED

1 October 1955

SUBJECT: PART 4, Wing Commander's Manual, 1 September
(RCS) - SAC TLM

TO: Commander
Eight Air Force
Wentover Air Force Base
Massachusetts

a. Hours flown performance standards reported by:

(1) Higher Headquarters.

Commitment	Programmed	Accomplished
(a) Ferrying aircraft	00-00	15-10
Total		15-10

1. No commitment has been received at time program was formulated.

(2) Eighth Air Force Training Priorities: No priorities established. The following tentative priorities were programmed.

Priority	Commitment	Programmed	Accomplished
1	Requirements of AFR concurrent with other flying tasks.		
2	ACB, Bag, Wing and 100% 10-15 Training		800
3	Project Mission	15	0
4	Ready for Training 100		100

(a) Reference Priority 2: Failure to fly hours programmed accounted for this shortage.

(b) Reference Priority 3: Instructor pilots concerned were engaged in a standardization program to bring wing to combat readiness.

b. Weather and local conditions: None.

c. Restrictive Directives:

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370th, 371st, 372nd BOMBW, 307th Bomb Wing (M), 1 - 30 September

Hq 307BW (M), 307DOT, Subj: Part V, Wing Comdr's Remarks (RCS: 3-SAC-T12)

(1) TO 1-B47-605, 20 Sept 54, Drag Angle Modification;

21 sorties for 126 hours lost.

d. Combat Crew Member Gains and Losses: None.e. Crew Member Changes: None.f. New Crews: None.g. (1) Crew Status Changes:

(a) NO3 to RO3, 30 Sept, crew upgraded.

(b) NO5 to RO5, 30 Sept, crew upgraded.

(c) N33 to R33, 30 Sept, crew upgraded.

(d) N38 to R38, 30 Sept, crew upgraded.

(e) N61 to R61, 30 Sept, crew upgraded.

(f) N62 to R62, 30 Sept, crew upgraded.

(2) Combat ready crews assigned 14: Crews NO6, NO7, NO8, N35, N36, N37, N66, N69, N70, N71 completed except for Combative-Measures training. This training was completed and these crews upgraded by 3 October.(3) Forecast upgrading to Lead status: RO1, R30, R60 by 1 January, 11 additional crews by 1 April. Exact crew numbers are dependent on progress of individual crews.(4) Non-Ready crews assigned 28.

Crew No.	Date to Ready	Crew No.	Date to Ready
NO6	1 Oct	N40	30 Nov
NO7	2 Oct	N41	31 Mar 56
NO8	1 Oct	N42	31 Mar 56
NO9	30 Dec	N43	30 Apr 56
N10	30 Nov	N64	30 Nov
N11	30 Nov	N65	31 Oct
N12	31 Mar 56	N66	1 Oct
N13	31 Mar 56	N68	30 Nov
N14	31 Mar 56	N69	1 Oct
N32	30 Nov	N70	3 Oct
N35	3 Oct	N71	3 Oct
N36	1 Oct	N72	28 Feb 56
N37	1 Oct	N73	31 Mar 56
N39	30 Nov	N74	15 Apr 56

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370th, 371st, 372nd BOMB, 37th Bomb Wing (M), 1 - 30 September

Hq 307BW (M), 307DGT, Subj: Part V, Wing Comdr's Remarks (RCS: 3-SAC-T12)

h. Standardization Crews

- (1) Wing Standardization Crews: RAO
- (2) Squadron Standardization Crews:
 - (a) 370th BomBom: RAO
 - (b) 371st BomBom: R-34 (Administrative only; not qualified in accordance with SAC Regulation 60-7).
 - (c) 372nd BomBom: RAO

i. Materiel and Personnel Problems

- (1) Materiel:
 - (a) Supply action on the following items has not produced results. Supply action in each case under SAC Regulation 67-3 was not requested earlier due to previous flow and estimated shipping dates of supplies:
 - 1. S/N 8415-265-7382, Suit K2B Flying. Request submitted for supply assistance for all sizes 16 August 1955. Total Requirement, 500 each. Base Supply advised that no assistance could be obtained inasmuch as items were SAC controlled. Request re-submitted upon receipt of SAF message MDS2B 36336, dated 15 August 1955, subject: K2B Coveralls. No further action to date.
 - 2. S/N 70AC-363916-16, Generator MD-83A/ARN, 2 each estimated delivery date, July 1956. 67-3 submitted 19 August 1955. No further information.
 - 3. S/N 70BD-F66138, 70BD-F66140, 70BD-F66141, Cable assembly and Adaptor Transit. Request for assistance submitted 26 September 1955.
 - 4. 70BD-F66116, 70BD-F66118, 70BD-F66119, 70BD-F66125, Cable Assembly, 4 each item 1-2 and 3, 8 each item 4. Assistance requested 26 September 1955.
 - 5. 70BD-F66133, 70BD-F66134, 70BD-F66135, Cable Assembly, 4 each of each item. Assistance requested 26 September 1955.

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370th, 371st, 372nd FOWLER, 373rd Bomb Wing (M), 1 - 30 September

Hq 307BW (M), 307DOT, 307B: Part 4, Wing Commander's Remarks (RCS: 3-SAC-T12)

6. TCED-F66111, TCED-F66112, TCED-F66113, Cable Assembly, 1 each item. Assistance Requested 26 September 1955.
7. TCED-F66124, TCED-F66130, TCED-F66132, Cable Assembly, 1 each item 1 and 2, 2 each of item 3. Assistance requested 26 September 1955.
8. TCED-F66126, TCED-F66127, TCED-F66128, Cable Assembly, 1 each, each item. Assistance requested 26 September 1955.
9. S100-11-374-453, Motor Generator, 6 each. Estimated delivery date 20 August 1955. Assistance requested 26 September 1955.
10. TCAC-774141, Buggy Load, 12 each, assistance requested 26 September 1955.
11. FOOL-004041, Quadrant Gunner, 6 each, no estimated delivery date. Assistance requested 26 September.
12. TCAC-9013 1, Turn Table Gyro T101013, 1 each, estimated delivery date March 1955. Assistance requested 26 September 1955.
13. S100-5-8500, Rectifier, 28 Volt, 400 Amp, 1 each. Estimated delivery date December 1955. Assistance requested 26 September 1955.
14. No action has been taken prior to September on items listed in 1 through 13 because of estimated shipping dates, and constant rate of receipts for the past six (6) months. However, items listed have not been received and status of training, future commitments and increased maintenance demands have caused them to become critical.
15. S/N S100-1-413, Cleaner Vacuum, household type, 1 each (1 per tactical squadron). Request for action taken 22 August. Reported estimated delivery date by Base Supply, June 1956. Request resubmitted 9 September. No further information received.

3. SAC Manawa Training Program: This Wing was not under SAC Regulation 50-8 for this period.

4. Non-Ready Crews Capable of Deployment:

NO6
NC8

NO6
NOT

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370th, 371st, 372nd and 373rd Squadrons, 37th Bomb Wing (M), 1 - 30 September

Hq 307BW (M), 307DOT, Subj: Part V, Wing Commander's Remarks (RCS-3-SAC-T12)

N36	N37
N37	N38
N38	N39

1. Non-Ready Crew Training:

(1) Comparison of available ready and non-ready crew

Flying Times:

<u>Crews Available</u>	<u>Average Time Programmed</u>	<u>Average Time Flown</u>
8 Ready	15	15:26
23 Non-Ready Present	30	36:38
9 Non-Ready at school		

m. Deleted.

n. Field Training Operations: None.o. Special Training Month Remarks: Not Applicable.p. Comments or Recommendations of Wing Commander:

- (1) K-System Maintenance continues to be a problem. During September, of 362 scheduled RBS runs, 213 were flown. In addition 5 Malfunction and GPI runs were scheduled and 11 flown.
- (2) As of 30 September this Wing had fourteen (14) combat ready crews, and ten (10) others which had completed all except combative measures requirements. These ten (10) crews completed this training and were upgraded by 3 October, giving us twenty-four (24) ready crews on that date.

Louis G Thorup
 LOUIS G THORUP
 Colonel, USAF
 Commander

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SECOND OUT

Briefing (General)

Opening Gen. Putnam, Col. Thorup, Guests and Gentlemen, I am Lt. Col. Paxton Briefing Officer for this mission.

Roll Call has been taken and all personnel are present or accounted for.

Security The classification of this briefing is CONFIDENTIAL. The pilot's specialized briefing will be TOP SECRET, due to the discussion of tactics involved. Everyone present is cautioned to conduct themselves in accordance with applicable security regulations in this regard.

Purpose We are assembled for the General Briefing of Operation "SECOND OUT", 307th Bomb Wing ops Order 201-55. This is the fourth of a series of bomber stream type missions that have been scheduled in order to prepare crews for the graduation mission in October. Target Study and individual crew flight planings have been conducted prior to this briefing.

Mission Outline -- Six (6) B-47's of this Wing will fly "SECOND OUT Coca" (as illustrated on the wall map), which is predominantly a daylight mission of 3392 NM and approximately 8 hours & 40 minutes duration. This mission involves a heavyweight day refueling, cell tactics and station keeping, fighter intercepts, a grid navigation leg, making good two Control Points at proper timing and RES run on Salt Lake City and a Radar Camera Attack at Denver.

FLYING SAFETY will take precedence over all other considerations on this mission

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INTELLIGENCE

At this time I introduce Lt. Olmstead, briefing for intelligence.

3. OPERATIONAL BRIEFING

(a) Each of the three (3) Bombardment Squadrons will furnish (2) aircraft. These will be formed into 2 cells taking off at one (1) minute intervals within cell and one (1) hour interval between cells.

(b) The 307th Air Refueling Squadron will refuel the B-47's of "SECOND GUY BOGAS". KC-97 aircraft within cells will take-off at one minute intervals. The first aircraft in each cell taking off 10 minutes prior to the first B-47 of the cell it is to refuel. The 307th Air Refueling Squadron will dispatch a weather aircraft which will complete a check of the weather at the Primary and Alternate Orbit Points a minimum of thirty minutes prior to the take-off of the first tanker aircraft, and will continue to check weather during the entire refueling portion of this mission. Take-off time for weather aircraft will be 1300 on 15 Sept 55.

4. ROUTE: Start engines, Taxi & take-off times are as noted on the blackboards; KC-97 times to your right and B-47 to your left.

(a) B-47 PRIMARY ROUTE: Enroute cells will be formed as soon as possible after take-off. Cell leaders will climb at 200 K and 92 percent thereby giving #2 and #3 an opportunity to catch up and form cell. Aircraft taking off after scheduled time will make every effort to join cell as soon as possible. In the event of late take-offs or aborts, cells will be compressed. In the event an aircraft changes position within the cell, it is necessary for aircraft changing position to correct his UHF Air Refueling Frequency to conform to his new position.

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Aircraft will climb in cell formation, on course to Marysville, Wana. and then proceed on course to Streator, Ill., leveling off 16 N.E. S.E. of Lamony, Ia. at 34,000 feet for Navigational Control Aircraft. Crews 2 & 3 of each cell will practice station keeping by radar from take-off to point (D) Delta. After leaving Streator, Ill., aircraft will proceed to Elgin, Ill. and thence to Beloit, Wisc, which is the Refueling IP. Immediately after the Refueling IP a refueling cell will be formed. Refueling will be in accordance with procedures set forth in SAC Manual 55-10 as amended, Tactical Doctrine - Air Refueling. This will be covered in more detail in the specialized briefings. Refueling altitude will be 15,000'. Pressure Altitude for the lead aircraft, 15,500' for #2 & 16,000' for #3 aircraft in each cell. The Tanker Orbit Point is at point (F) Foxtrot. Normal end of refueling is as designated to point (H) Hotel where tankers will break off and return to Lincoln. B-47 aircraft will start climb at the conclusion of air refueling to point (H) Hotel. All aircraft will continue climb with #1 aircraft proceeding direct to Sioux Falls, S.D., #2 aircraft to Redwood Falls, S.D. VGR flying route as necessary to establish a :15 minute separation on the cell leader to Sioux Falls, based on ETA furnished by cell leader. #3 aircraft will continue climb on course to Mason City, Iowa VGR, flying route so as to arrive at Sioux Falls :30 minutes after cell leader. Aircraft will depart Sioux Falls in a bomber stream at optimum altitude, with a :15 minute interval between aircraft within cells.

A dog leg is provided for timing purposes to meet the controlled ETA at Cascade Reservoir, Idaho. Approximately :16 minutes can be made up by flying direct from Yellowstone Lake to Cascade Reservoir. Crews who fly the

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route to Point (O) Oscar are cautioned to use extreme care to prevent getting off course to the right due to the close proximity of the ABN's to your route. **NOTE!!** that boundaries as shown on wall map are incorrect. The correct boundaries are as indicated by the dark string. Control points and targets times will be 1 hour earlier than listed in crew flight. Every effort will be made to adhere to these times as closely as possible. The desired tolerance on times at the Control Points is established at minus 103 minutes from scheduled times. Target times are to be met within -105 minutes or RBS run may not be made. As noted in the B-47 Crew Flight "Combat Position of Cabin Pressurization" is started at Point (T) Papa and continues to Point (V) Tango.

From Cascade Reservoir (Point Papa) you will proceed to the PRE-IP at Boise, Idaho, thence to the IP at Burley, Idaho.

The bomb run on Salt Lake City will be at .81 Mach which will be established between PRE-IP & IP. This is an offset run on a IIA Target "D" (Delta) which is the standard oil plant. The Offset Aiming Point being a tank farm Southwest of Target "D" (Delta). The altitude for this run is 37,000' or 36,500' Pressure Altitude depending on your position in the bomber stream. IRDA procedures will be included. BE SURE TO OBTAIN TM AND TAS READINGS FOR RBS purposes prior to turn.

After Salt Lake City proceed to Bear Lake, (TP) thence to Rock Springs, Wyo, Control Point #2 and PRE-IP, then to Mt. Zirkel the IP for a radar camera attack on Denver.

The bomb run on Denver will be a direct run at .74 Mach at 38,000' or 37,500' Pressure Altitude, depending on your position in the bomber stream. This is a type IIB Target "D" (Delta), Denver Medical Supply Center. After

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the bomb run on Denver, you will proceed to Lincoln AFB at optimum altitude, make a jet penetration and land.

(b) TANKER PRIMARY ROUTE: Tankers will take-off in accordance with the schedule on the board to your right. The plan is to have 4 KC-97's plus a KC-97 for the BY mission plus one "B" model spare for each cell; if "F" type aircraft are used, it will occupy the tanker leader position in the cell so that it will refuel one of the B-47 Cell Leaders which have a flight plan approximately :30 minutes shorter than #3 B-47 in the cell. KC-97's off-load will be 40,000 and KC-97F off-load will be 35,000.

Tankers will take-off and form an enroute cell as soon as possible, climbing on course to Nebraska City, Neb., Tanker aircraft will maintain an altitude between 10,000 and 12,000' from Nebraska City until they have cleared Amber 4 and Victor 15 airways, then continuing climb to 15,000' pressure altitude to a turning point at Ottumwa, Ia., thence to the Tanker Orbit Point approximately 12 NM Northwest of Cedar Rapids, Ia. :30 minutes prior to arrival of the first receiver aircraft. The primary method of rendezvous will be accomplished by electronic means.

When the receiver leader leaves the Refueling IP he will notify the Tanker Cell Leader of the number of aircraft in his cell. If all aircraft are not present, a corresponding number of tankers will remain at the Orbit Point until contacted by their receiver. Departure of these tanker aircraft are not to exceed :20 minutes after the departure of the Tanker Cell leader from the Orbit Pt. All refueling should be accomplished prior to Fremont, Nebraska. At Fremont, Neb., tankers will return to Lincoln at 15,000' MSL, descending over Lincoln & landing.

(c) B-47 ALTERNATE ROUTE: In the event the alternate refueling track must be used, the take-off timing will be delayed :10 minutes on all aircraft;

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however Control Pts & Target times remain as briefed.

B-47's will take-off and proceed direct, climbing on course to Beatrice, Neb. in cell formation, thence continuing climb to a level off point approximately 45 NM Northwest of Salina, Kans. Proceeding on a course to Guyton, Okla., thence to Boise City, Okla. and Lamar Colo., which is the Refueling IP. At this point a refueling cell will be formed. This formation will be maintained until the end of refueling. Refueling will be accomplished along a track from Hill City Kans. (Orbit Pt) to Lincoln AFB. On completion of air refueling receiver aircraft will climb on course to Fremont, Neb.. You will notice that Fremont is common to both primary and alternate routes and that mission route and requirements are the same after this point.

(4) TANKER ALTERNATE ROUTE: Tankers will take-off in accordance with the schedule in the crew flight which is :10 minutes later than scheduled take-off on primary route. Tankers will climb on course to Beatrice, Neb., thence continue to climb on course to level off and proceed to Cedar Bluff, Reservoir, Kans., then to the Tanker Orbit Pt. At Hill City, Kans. WOB. The refueling track is as described in the alternate B-47 route. The end of refueling on this route is Lincoln AFB, at which time tanker aircraft will make descent and land.

5. B-47's will take-off with 75,800 of fuel. The On-load will be 40,000 of fuel and must be back over Lincoln AFB at altitude with no less than 12,000 of fuel. Plus fuel to alternate. B-47's flying the mission as briefed should arrive over Lincoln AFB with approximately 12,000 of fuel. KC-97's will arrive over Lincoln with a minimum of 800 gallons of fuel plus fuel to alternate.

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6. In the B-47 crew flight there are points designated which indicate the minimum fuel necessary to return direct to Lincoln AFB under a no wind condition.

7. Highest terrain along your route is 60 NM Southwest of Denver, Colo. and is 14,421 feet.

8. Alternate air field are as follows:

McClellan AFB	- Wichita, Kansas
Rocky Hill AFB	- Dallas, Kansas
Forbes AFB	- Topeka, Kans.
Carlisle AFB	- Carlisle, Pa.
Spangell AFB	- Spangell, Pa.
Ellsworth AFB	- Rapid City, S.D.
Mountain Home AFB	- Mountain Home, Ida.

ARTC block altitude clearance has been obtained for this mission. Shorting aircraft will leave the formation or echelon stream in accordance with procedures which will be covered in specialized briefing. They too will be required to file individual ARTC clearance.

9. COMMUNICATIONS

(a) Normal ARTC reporting procedures will be utilized during the mission, with mandatory reporting points to be covered in the pilot's specialized briefing. If an enroute flight plan change is required, ARTC reporting will conform to the new flight plan. The mission nickname "Malen Hind Mission Alfa, Bravo, Coca" will constitute the first word of the message text in all ARTC reporting in conjunction with this mission.

(b) H.F. hourly reporting is required by Cell Leader from Beatrice, Neb to the H-Hour Control Point and by individual aircraft for the remainder of the mission. IAFB

(c) Strike Report is required after bombs away at Denver

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(d) IFF:

- (1) Cell Leaders will Squawk 3 from take-off to H-Hour Control Point (H) Hotel. All other aircraft in cell will Squawk 1.
- (2) From H-Hour Control Point to IAFB all aircraft will Squawk 1.

(e) Recall word will be "PHEXOM". Recall, if necessary, will be transmitted to aircraft from H.F. Control Stations and will be authenticated in AFPM 510M.

(f) Interplane communications for tanker and receiver aircraft are as specified in the Crew Flimsy.

(g) Air Refueling frequencies are as specified in Air Refueling Information Sheet in the Crew Flimsy.

Danger areas have been briefed in prior meetings and will be repeated in specialized briefings.

BRETFING: Read from Board.

WEATHER: I now introduce Captain Moir, we will give you the weather briefing. PULL OUT MAP *** REPLACE MAP.

SCORING: This will be a scored mission and I now call on Capt. Antonetti to give you the details of the scoring procedures.

DEBRIEFING will be held in this room immediately after landing.

That concludes the General Briefing.

Colonel Thorup, would you care to make any comments at this time?

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Control Room



Operation "Melon ~ Rind"

Det. R. R. R. from Control Room



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OPERATIONS ORDER 137-55

LINCOLN AFB, NEB.

1-198-c

6-C-0867

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HEADQUARTERS NORTH BOMBARDIER WING, MEDIUM
Lincoln Air Force Base, Texas
29 September 1955

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29 Sept 55

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

OPERATIONS ORDER

CODE NAME "WELSH WARRIOR" (Declassified)

NUMBER 137-55

CHART OR MAP REFERENCES: As Required

TASK ORGANIZATIONS:

307th Headquarters Squadron	Major Charles E. Jones, Jr.
370th Bombardment Squadron	Lt Col Roy R. Shewalter, Jr.
371st Bombardment Squadron	Lt Col Delmar E. Edwards
372nd Bombardment Squadron	Lt Col Arthur E. Aeschbacher
307th Air Refueling Squadron	Lt Col Everett B. Smith
307th Armament & Electronics Sq	Major Dale L. Sammons
307th Periodic Maintenance Sq	Major Russell R. Mitchell
307th Field Maintenance Sq	Lt Col Albert W. Lambert
98th Air Refueling Squadron	Lt Col Daniel T. Anger

1. GENERAL SITUATION: A requirement exists to conduct a Graduation Exercise for the 307th Bombardment Wing (M). (C)

- a. Intelligence: See Annex "A". (U)
- b. Friendly Forces: Defined. (C)

2. MISSION: This unit will fly a profile mission, Lincoln Air Force Base to Lincoln Air Force Base, to include air refueling, celestial navigation, cell formation tactics and simulated bombing. (C)

3. TASKS FOR SUBORDINATE UNITS:

- a. 370th, 371st and 372nd Bombardment Squadrons:

- (1) Each squadron will provide eight (8) B-47 aircraft and combat ready crews to fly the mission outlined in Annex "B". (C)

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b. 307th Air Refueling Squadron will:

- (1) Provide twelve (12) KC-97 primary tanker aircraft for Air refueling, plus spares, as outlined in Annex "B", (C)
- (2) Provide seven (7) KC-97 aircraft for wing support missions, as outlined in Annex "B", (C)

c. 98th Air Refueling Squadron will:

- (1) Provide twelve (12) KC-97 primary tanker aircraft for Air refueling, plus spares, as outlined in Annex "B", (C)

d. 307th Ammunition and Electronics Squadron, 407th Field Maintenance Squadron and 307th Periodic Maintenance Squadron will:

- (1) Provide support necessary for successful completion of the mission.

e. Headquarters Squadron will:

- (1) Brief all crews and provide necessary portions of this plan to applicable crew members. (C)
- (2) Provide debriefing and reporting team for submission of required reports. (C)
- (3) Provide maintenance support necessary for successful completion of the mission. (C)

3X. GENERAL INSTRUCTIONS:

- (1) E-Day is 1 October 1955, 0100. (C)
- (2) General briefing for all crews will be held at 1800 on 1 October 1955 at the 307th Air Refueling Squadron Briefing Room. (C)
- (3) Specialized briefing for all crews will be held immediately after general briefing. (C)

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- (12) Execution from this Headquarters. A separate execution order will be issued for each daily increment. (U)
- (13) Wing Mission Evaluation will be guided by criteria set forth in SAC Terminal Pamphlet 170-14. Squadrons and crews will also be evaluated. (U)
- (14) Reports. See Annex #4. (U)
- (15) Copies of this Operations Order not needed for record purposes may be destroyed thirty (30) days after completion of operation. (U)
- (16) No press release will be made on this operation. If queried, refer to the Information Services Officer, 818th Air Division. (U)
- (17) Tanker Task Force Commander will be Lt Colonel Everett B Towel, 300th Air Refueling Squadron. (U)
- (18) Strip Alert Aircraft will be available at Smoky Hill Air Force Base during Exercise in the event of an emergency by B-47 requiring refueling.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

- a. Forms will be prepared in accordance with existing SOP's. (U)
- b. Reports will be submitted in accordance with instructions in Annex #4. (U)

5. COMMAND AND COMMUNICATIONS MATTERS:

- a. Commands:
 - (1) Normal. (U)
- b. Communications:
 - (1) Greenwich Mean Time will be used. (U)

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(2) See Annex "C". (U)

c. BOMs

(1) Not applicable. (U)

LOUIS G THORNT
Colonel, USAF
Commander

ANNEXES:

- A. Intelligence (C)
- B. Air Operations (C)
- C. Communications (C)
- D. Flying Safety (U)

DISTRIBUTION:

Comdr RAF - 5 cys ✓
Comdr ADIV 818 - 2 cys ✓
Comdr ABGP 818 - 3 cys ✓
Comdr 307EW - 2 cys ✓
Central ADF Hq, Grandview AFB, Mo - 1 cy ✓
Comdr 98BW - 4 cys ✓
307DO - 6 cys ✓
307 DM - 2 cys ✓
307DOP - 2 cys ✓
370BS - 12 cys ✓
371BS - 12 cys ✓
372BS - 12 cys ✓
307ARS - 2 cys ✓
307HS - 1 cy ✓
307AE - 1 cy ✓
307PM - 1 cy ✓
307FM - 1 cy ✓

OFFICIAL:

Robert W. Christy
ROBERT W CHRISTY
Colonel, USAF
Director of Operations

307EW Ops Order 137-55
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

ANNEX "A"

TO

OPERATIONS ORDER 137-55

INTELLIGENCE

Annex A to
307BW Ops Order 137-55
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

ANNEX "A"

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OPERATIONS ORDER 137-55

INTELLIGENCE

MAPS: JN 22, 30, 41 (Scale 1:1,000,000)

1. INTELLIGENCE SUMMARY:

a. General:

- (1) Enemy territory for this operation will be all territory within the following boundaries: Oklahoma City (35-30N, 97-30W), south to El Paso, Texas (31-33N, 106-30W), north to Salt Lake City (41-50N, 111-30W), east to Cheyenne, Wyoming (41-10N, 104-30W), south to Oklahoma City, Oklahoma. (U)
- (2) This area is defended by the Red Air Defense Command with headquarters located in Albuquerque, New Mexico (35-29N, 106-30W). (U)
- (3) The enemy forces possess Early Warning and GCI capabilities to cover that portion of the route from Beatrice, Nebraska, to call break-up point (H-Hour Control Point). (C)
- (4) Intelligence believes that the enemy is fully aware of the capabilities and limitations of the B-47 medium bombers. (U)

Annex A to
307BW Ops Order 137-55
29 Sept 55

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b. Capabilities of Enemy Forces:

- (1) Offensive: Not applicable. (U)
- (2) Defensive: The Red Air Defense Command has a total of four (4) EW/GCI radar sites operating in territory along or adjacent to the route to be employed by our aircraft. (U)
- (3) It is estimated that each controller at a GCI site can control two (2) fighter flights against hostile threats at any one time. (U)
- (4) Enemy fighters can be expected to make an aggressive effort to halt our penetration to the target. (U)
- (5) Fighter radar reaction forecast will be presented at the general briefing. (U)
- (6) See Attachment #1 for visual presentation of enemy situation. (U)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

- (1) Aircrews will be required to furnish full information on any of the following incidents occurring or observed:
 - (a) Fighter Intercept: Type and number of fighters, aggressiveness of fighters, marking on fighters and time and place of intercept and tactics of fighters. (U)
 - (b) Dumping of bombing equipment. (U)
 - (c) Intercept tactics. (U)

Annex A to
307EW Ops Order 137-55
29 Sept 55

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d. Any observation of unusual events. (U)

e. Means of Reporting EBI:

(1) Information regarding EBI listed in paragraph 2a above will be reported by aircrews through:

(a) Interrogation of combat crews immediately after the mission by Intelligence personnel and staff specialists. (U)

(b) Report of RY NEWS nature as listed in paragraph 2a(1), SAC Manual 11-3, September 1954. (U)

(c) Instructions contained in Eighth Air Force JOP, 1 July 1948, will be followed. (U)

(2) Information submitted by staff personnel will be reported in accordance with SAC Manual 11-3 series on AF Form 113. (U)

3. INTELLIGENCE ACTIVITIES:

a. Maps and target material as required for navigational and planning purposes. (U)

b. Target Materials:

(1) Any domestic target materials available on assigned targets may be utilized. (U)

c. Films and Logs:

(1) The Wing Photo Interpreters will accomplish B-51 reports within specified time limits and include 8th Reconnaissance Technical Squadron, Westover Air Force Base, Massachusetts, as an additional addressee. (U)

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29 Sept 55

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- (2) All film and logs will be submitted with the crew and will be forwarded by most expeditious means to the 8th Reconnaissance Technical Squadron, address as above, for return within 10 days after completion of the mission. (U)

d. Survival:

- (1) Survival and rescue throughout most of the route will be local. However, that portion of the route from Denver, Colorado to Boise, Idaho will be over an mountainous terrain and desert land. From Boise, Idaho to Valentine, Nebraska, the terrain along the route will be mountainous. Snow is frequently fallen in the mountains of Montana and Wyoming and below freezing temperatures can be expected. (U)
- (2) Aircraft Commanders should conduct a pre-mission check of their crews to see that they have necessary cold weather clothing. (U)

4. REPORTS:

- a. The following reports will be submitted at the stroke phase in compliance with SAC Manual 55-8, 24 and 25, September 1951. (U)

(1) Distribution 547:

(a) Reports without special instructions: (U)

1. B-1, B-2, B-3 and B-4. (U)

2. Reports as directed in paragraph 4(1), SAC Manual 55-8, September 1951. (U)

Annex A to
307BW Ops Order 177-51
29 Sept 55

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(1) Reports with special instructions: (U)

1. B-12. (U)

2. B-13 (In REMARKS paragraph, give negative or affirmative answer to the following: (C)

a. Was aircraft in assigned cell position over the target? (C)

b. Was radar net operational over target? (C)

c. Was successful bomb release made? (C)

3. B-24 (Negative report will be submitted). (U)

4. B-25 (Negative report with reasons will be submitted). (U)

5. B-81 (Submit one report after completion of exercise). (U)

(2) Distribution RBs:

(a) Reports without special instructions:

1. T-2, T-10, T-14, T-17, T-21, T-22 and T-81. (U)

2. M-11, M-18. (U)

3. Reports required in accordance with paragraph 6a(1), SAC Manual 15-8. (U)

(b) Reports with special instructions:

1. T-23 (Negative reports will be submitted). (U)

LOUIS G THORPE
Colonel, USAF
Commander

Annex A to
307B W Ops Order 137-55
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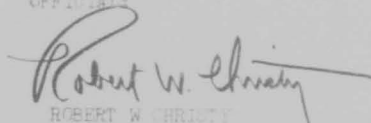
ATTACHMENTS:

1. Enemy Capabilities-

DISTRIBUTION:

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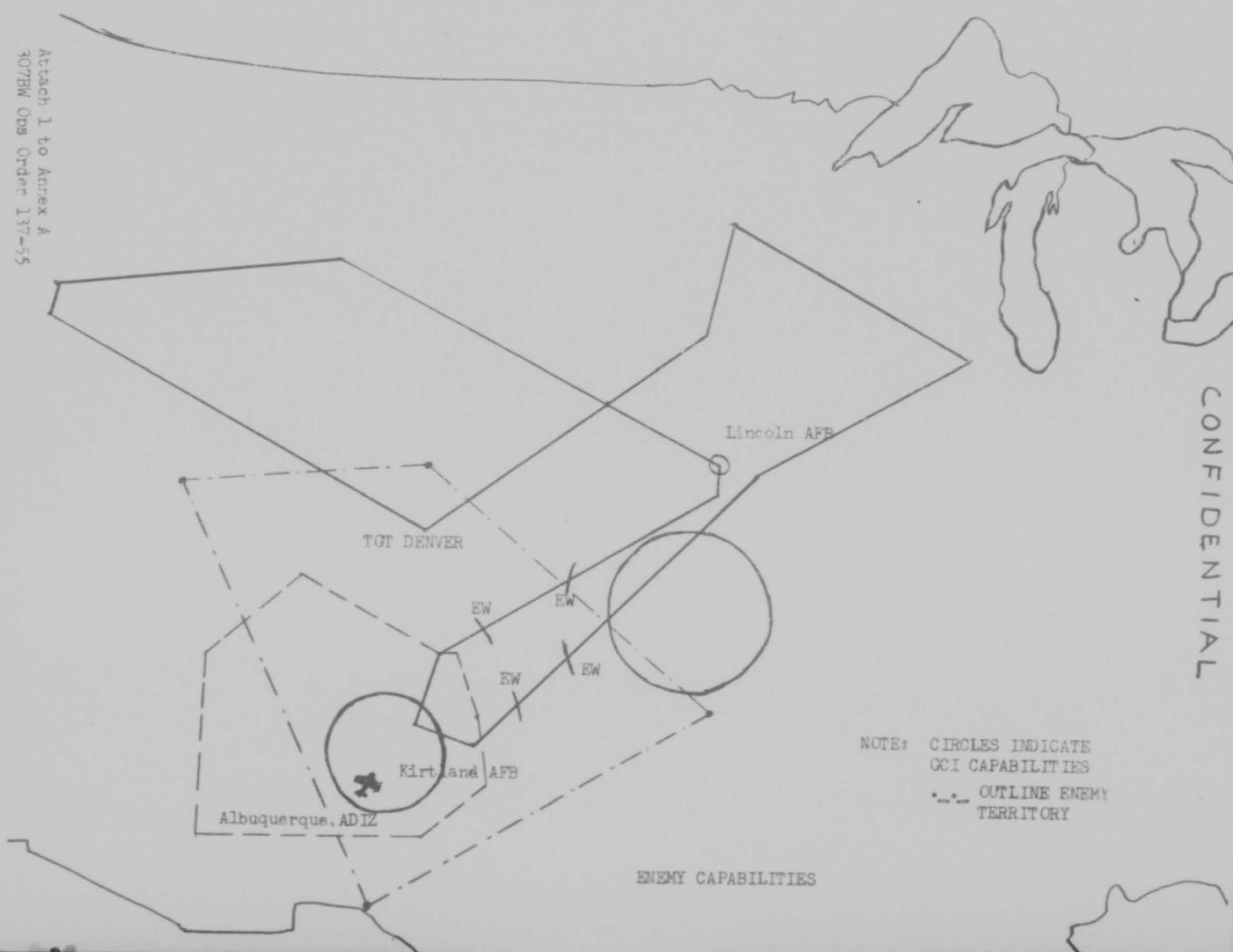
ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

Annex A to
JOTBW Ops Order 137-55
29 Sept 55

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HEADQUARTERS, 14TH AIR FORCE, 7 WING, MONTANA
Lincoln Air Force Base, Nebraska
29 September 1947

AIR MAIL

OPERATIONAL ORDER 137-47

AIR OPERATIONS

1. GENERAL:

a. A radar bombing attack on the Denver-Walton Army Airfield, Denver, Colorado, will be conducted by three F-47 aircraft, one on each of the following days: 30 Sept, 1 Oct, and 2 Oct. Each day, the aircraft will fly a loop-around profile and return to Lincoln Air Force Base. Refueling and return to Lincoln Air Force Base. (U)

b. Aircraft which operate on X-Day and X+1 will be maintained for the next successive day. (U)

c. Aircraft which fail to refuel on the last day will be maintained as far as practicable and return to Lincoln with refueling facilities. (U)

d. Fuel required to fly aircraft under no-wind conditions from Lincoln, Nebraska, to Denver-Walton Army Airfield, Colorado, will be 100 gallons over alternate base. (U)

FROM: Sioux Falls, South Dakota	1,000
TO: Denver	1,000
TO: Denver	1,000
TO: Denver	1,000
TO: Denver	1,000
TO: Denver	1,000
TO: Denver	1,000

Annex B to
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3. STRIKE:

A. 307th Bombardment Wing will launch a total of twenty-four (24) strikes, consisting of eight (8) B-17's on 4, 5 and 6 October 1945, as follows: (C)

4 OCTOBER 1945

Cell #1 (RED)

ACFT COMDR	CELL POSITION	SQUADRON	T.O.
Rose	1	372nd	1700Z
Webster	2	372nd	1700Z
Hall	3	372nd	1700Z
Morrison	4	372nd	1700Z (C)

Cell #2 (WHITE)

ACFT COMDR	CELL POSITION	SQUADRON	T.O.
Barnes	1	372nd	1700Z
Williamson	2	372nd	1700Z
McGrady	3	372nd	1700Z
Walker	4	372nd	1700Z (C)

5 OCTOBER

Cell #1 (RED)

ACFT COMDR	CELL POSITION	SQUADRON	T.O.
Mundstrom	1	372nd	1700Z
Holden	2	372nd	1700Z
Wheeler	3	372nd	1700Z
Belrose	4	372nd	1700Z (C)

Annex B to
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Cell #2 (WHITE)

ACFT COMDR	CELL POSITION	SQUADRON	T.O.
Minnick	1	771st	10043
Mcner	2	771st	10043
Garden	3	771st	10043
Pesbles	4	771st	10043

Cell #3 (Make-up) (SLB)

ACFT COMDR	CELL POSITION	SQUADRON	T.O.
	1	64th Regular	10043
	2		10043
	3		10043
	4		10043

1 OCTOBER

Cell #1 (RED)

ACFT COMDR	CELL POSITION	SQUADRON	T.O.
Chadwick	1	770th	10043
Brooks	2	770th	10043
Crook	3	770th	10043
Stifford	4	771st	10043

Cell #2 (WHITE)

ACFT COMDR	CELL POSITION	SQUADRON	T.O.
Hull	1	772nd	10043
Mann	2	772nd	10043
Boudreaux	3	772nd	10043
Broding	4	772nd	10043

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Cell #1 (Make-up) (BLUE)

ACFT COMMAND	CELL POSITION	SQUADRON	I.O.
	1	As Required	11-12
			12-13
			13-14
			14-15
			15-16
			16-17
			17-18
			18-19
			19-20
			20-21
			21-22
			22-23
			23-24
			24-25
			25-26
			26-27
			27-28
			28-29
			29-30
			30-31

b. One (1) spare aircraft and crew will be provided by each squadron that is flying three (3) aircraft on I-Day or I + 1. If a squadron is flying two (2) aircraft on some days will provide two (2) spare aircraft and crews. Spare crew will be a crew that is scheduled to fly on the day. On I + 2 spare cells will remain the same however, the aircraft will be provided. A make-up cell is provided on I + 2 and I + 3 for crew that short prior to the 12 on the preceding day. If any crew is short aircraft aboard, crew will be scheduled as if the aircraft was aboard on succeeding day. (U)

c. One (1) B-17 will be designated as weather aircraft on each day for the purpose of completing SAC Form 176 (SACNAR). Crew will be briefed by Base Weather Officer. (U)

d. Air refueling support will be provided by the 13th and 14th Air Refueling Squadrons as follows:

1 OCTOBER

Cell #2 (RED)

CELL POSITION	SQUADRON	I.O.
Weather Aircraft	10th AREFS	1200L
1	10th AREFS	1200L

Annex B to
307BW Ops Order 137-16
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CELL POSITION	SQUADRON	T.O.
1	307AREFS	14.15
2	307AREFS	14.15
3	307AREFS	14.15
4	307AREFS	14.15 (C)

Cell #1 (WHITE)

CELL POSITION	SQUADRON	T.O.
1	98th AREFS	14.15
2	98th AREFS	14.15
3	98th AREFS	14.15
4	98th AREFS	14.15 (C)

6 OCTOBER

Cell #1 (RED)

CELL POSITION	SQUADRON	T.O.
Weather Aircraft	307AREFS	14.15
1	307AREFS	14.15
2	307AREFS	14.15
3	307AREFS	14.15
4	307AREFS	14.15 (C)

Cell #2 (WHITE)

CELL POSITION	SQUADRON	T.O.
1	98th AREFS	14.15
2	98th AREFS	14.15
3	98th AREFS	14.15
4	98th AREFS	14.15 (C)

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29 Sept 55

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Cell #3 (Make-up) (BLUE)

CELL POSITION	SQUADRON	T.O.
1	(As Required)	2100Z
2		2100Z
3		2100Z
4		2100Z (S)

7 OCTOBER

Cell #1 (RED)

CELL POSITION	SQUADRON	T.O.
Weather Aircraft	307AREFS	1900Z
1	307AREFS	1900Z
2	307AREFS	1900Z
3	307AREFS	1900Z
4	307AREFS	1900Z (S)

Cell #2 (WHITE)

CELL POSITION	SQUADRON	T.O.
1	98th AREFS	2000Z
2	98th AREFS	2000Z
3	98th AREFS	2000Z
4	98th AREFS	2000Z (S)

Cell #4 (Make-up) (BLUE)

CELL POSITION	SQUADRON	T.O.
1	(As Required)	2100Z
2		2100Z
3		2100Z
4		2100Z (S)

From

Annex B to
307BW Ops Order 135-55
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Air spaces will be provided for each tanker cell based on availability of aircraft. A minimum of one (1) ground spare with crew will be provided for each cell. (U)

e. If, due to weather, the alternate route is to be flown, all take-off times will remain the same. (U)

f. B-47 departure times will be adjusted as necessary according to latest forecast winds in order to meet H-Hour Control Time at H-Hour Control Point. Once airborne, however, B-47 aircraft will adhere to briefed Mach, route and altitude to H-Hour Point. (U)

g. KC-97 departure times will be adjusted as necessary according to latest forecast winds in order to arrive at tanker cell point thirty (30) minutes prior to ETA of each B-47 cell. (U)

h. Active danger areas will be avoided. Clearances have been received to overfly Danger Area 190. (U)

3. BOMBING:

a. A radar bombing attack will be made on Target 004, Denver, Colorado RBS, by all aircraft (See Appendix 2, this Annex). (U)

4. NAVIGATION: See Appendix 1, this Annex. (U)

5. TIMING:

a. H-Hour Control Point 10-31N, 95-47W. (U)

b. H-Hour Control Times for each daily increment are as follows:

(1) First Cell: 0030 ZULU (U)

(2) Second Cell: 0330 ZULU (U)

(3) Third Cell (Aborts): 0730 ZULU (U)

c. Time separation for B-47 aircraft will be: (U)

Annex E to
307BW Ops Order 137-55
29 Sept 55

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- (1) One (1) hour between cells from take-off to H-Hour
Postponed. (C)
- (2) Fifteen (15) minutes between individual aircraft
from Minneapolis to arrival over Lincoln Air Force
Base. (C)

c. CRUISE CONTROL:

a. Fuel Loadings: *

- (1) B-47: 72,800# JP-4
- (2) KC-97: 37,000# JP-4
- (3) 36,000# JP-4

*NOTE: Plans are based on an off-load of 10,000 #
fuel from tanker aircraft. (C)

b. Cruise Conditions:

- (1) B-47:
 - (a) Constant altitude during all formation, refueling,
bombing and remainder of route. Minimum
altitude separation between aircraft from Minnea-
polis to Lincoln will be 2000 feet. (C)
 - (b) TASK as noted on flight plan will be flown for
entire mission except for cell leader during
cell join up and .01 Mach Bomb Run. (C)
- (2) KC-97: 15,000 feet base pressure altitude in accord-
ance with SAC Tactical Doctrine. (C)

7. INTELLIGENCE: See Annex "A". (U)
8. AIR REFUELING: See Appendix 3, this Annex. (U)
9. TACTICS: See Appendix 1, this Annex. (U)
10. PHOTOGRAPHY: See Appendix 2, this Annex. (U)

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29 Sept 55

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11. GUNNERY: See Appendix 1, this Annex. (U)
12. ARTC CLEARANCES: See Appendix 5, this Annex. (U)
13. EMERGENCY PAY EXPENSES: See Appendix 1, this Annex. (U)
14. ALTERNATE AIRFIELDS: See Appendix 7, this Annex. (U)
15. TAKE-OFF DATA: See Appendix 6, this Annex. (U)
16. All times in this Operations Order are ZULU. (U)

LOUIS G. THORUP
Colonel, USAF
Commander

APPENDICES:

1. Tactics
2. Navigation and Bombing
3. Air Refueling
4. Gunnery
5. ARTC Clearances
6. Take-off Data
7. Alternate Airfields

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Robert W. Christy

ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

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307BW Ops Order 137-55
29 Sept 55

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HEADQUARTERS 307TH BOMBARDMENT WING, MGR 10W
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX 1

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ANNEX "B"

OPERATIONS ORDER 137-55

TACTICS

App 1 to Annex B
307BW Ops Order 137-55
29 Sept 55

This Appendix Consists of 2 Pages

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HEADQUARTERS NORTH BOMBARDIER WING, WILSON
Lincoln Air Force Base, Texas
27 September 1955

MEMORANDUM

TO: SAC, WILSON

FROM: SAC, WILSON

SUBJECT:

1. Take-off Interval within cell is one minute. If take-off is to the north, a left turn will be made during the interval. If a south take-off is made, a right turn will be made. All aircraft except the cell leader will align at normal take-off speed and initiate rotation keeping technique as soon as possible after take-off in order to join formation. The cell leader will climb at normal take-off speed and will be cleared after speed when aircraft have joined the formation. (U)

2. Enroute cell formation will be flown in accordance with CAP Tactical Doctrine 35-11, November 1951, (Figure 1, Night or Low Visibility, Route Cell, page 2). (U)

3. Reducing formation will be in accordance with CAP Tactical Doctrine 35-11, as amended, 10 June 1955. (U)

4. Emergency Procedures: Any aircraft aborting during the mission will attempt to maintain position in cell or stream and obtain new clearance from OAA. If unable to maintain position, make a left turn out of formation or bomber stream, maintain 7000 feet altitude if possible and contact nearest GSC facility immediately. (U)

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307BW Ops Order 130-55
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX 2

TO

ANNEX "B"

OPERATIONS ORDER 137-55

NAVIGATION AND BOMBING

App 2 to Annex B
307BW Ops Order 137-55
29 Sept 55

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX C

TO

ANNEX "B"

OPERATIONS ORDER 137-55

NAVIGATION AND BOMBING

1. NAVIGATION:

a. Maps and Charts:

(1) As necessary for navigation and planning. (U)

b. Route: See Mission Flight Plans, Annex "B", Appendix C,
Attachments 2, 3, 4, 5 and 6. (U)

c. Control Times: (3)

(1) <u>Sioux Falls, South Dakota</u>	<u>Lake MeConaughy</u>
Cell #1 - Acft #1 - 2350Z	0038Z
Acft #2 - 0005Z	0053Z
Acft #3 - 0020Z	0108Z
Acft #4 - 0035Z	0123Z (C)
Cell #2 - Acft #1 - 0050Z	0138Z
Acft #2 - 0105Z	0153Z
Acft #3 - 0120Z	0208Z
Acft #4 - 0135Z	0223Z (C)
Cell #3 - Acft #1 - 0150Z (Make-up)	0238Z
Acft #2 - 0205Z	0253Z
Acft #3 - 0220Z	0308Z
Acft #4 - 0235Z	0323Z (C)

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d. Target Times:

(1) Denver, Colorado:

Cell #1 - Acft #1	0105Z
Acft #2	0120Z
Acft #3	0135Z
Acft #4	0150Z (C)
Cell #2 - Acft #1	0205Z
Acft #2	0220Z
Acft #3	0235Z
Acft #4	0250Z (C)
Cell #3 - Acft #1	0305Z
(Make-up) Acft #2	0320Z
Acft #3	0335Z
Acft #4	0350Z

e. KC-97 aircraft will utilize all available navigational aids to maintain course and position. (U)

f. Control Altitudes:

(1) All aircraft will fly mean sea level (MSL) altitudes except during air refueling and for the bomb run. Pressure altitude (29.92) will be flown during air refueling and for the bomb run. (U)

(2) Refueling Altitudes: All Cells: (C)

Acft #1	15M
Acft #2	15.5M
Acft #3	16M
Acft #4	16.5M (C)

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307BW Ops Order 137-55
29 Sept 55

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- (3) Bombing Altitudes: All Cells. (C)

Acft #1 34M

Acft #2 36M

Acft #3 38M

Acft #4 35M

g. Cell Break-up:

- (1) Upon departing H-Hour Control Point (40-34N, 95-47W), the cell leader will announce his ETA to Minneapolis to all other aircraft in the cell. The cell leader will proceed directly on course to Minneapolis. (C)
- (2) Other aircraft in the cell will proceed on a true course of 080° toward Rockford Range, turning to Minneapolis at such time as necessary to arrive at Minneapolis fifteen (15) minutes behind their preceding aircraft in the cell; that is, number two (2) aircraft will arrive fifteen (15) minutes after the leader, number three (3) aircraft thirty (30) minutes after the leader and number four (4) aircraft forty-five (45) minutes after the leader, etc. (C)
- (3) In case the leader's ETA is not received by other aircraft in the cell, the Observer will predict the leader's ETA for Minneapolis, using best known information, and adjust his arrival at Minneapolis accordingly. (C)

h. Navigation Control Aircraft in Cell:

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- (1) The lead aircraft of each cell will be the Navigation Control Aircraft for the entire cell. (C)
- (2) Navigation Control Aircraft will announce the following information to all other aircraft in the cell at each turning point: (C)
 - (a) Time in Zulu over point. (C)
 - (b) Magnetic heading to next turning point. (C)
 - (c) Pressure altitude. (C)
 - (d) ETA to next turning point. (C)
 - (e) Wind (North-South, East West components). (C)
 - (f) Example: Over Trinidad, 2050Z, Mag heading 245°, 32,450 ft, ETA Las Vegas 2105Z, Wind N15 - E35. (C)

i. The night celestial leg will commence at the Cascade Reservoir (44-30N, 116-04W), and end over Lincoln Air Force Base, with a turning point at 45-21N, 107-40W. Navigation procedures for the night celestial leg will be in accordance with SAC Regulation 50-21 and will be scheduled record activity. (C)

- (1) All aircraft are cleared to pass through Danger Area D-190 (Scenic Badlands Bombing Range), while accomplishing night celestial leg. (U)

j. When not participating in the night celestial leg, aircraft will use any and all navigational aids to maintain course and position. (U)

k. KC-97 Orbit Point Control Times:

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	<u>PRIMARY</u>	<u>ALTERNATE</u>
First Cell	2100Z	2056Z
Second Cell	2200Z	2156Z
Third Cell (Make-up)	2300Z	2256Z (C)

1. Route Photography:

- (1) O-15 scope photography will be obtained at intervals by all aircraft in the cell except the navigation control aircraft, showing station keeping by radar. (C)
- (2) Navigation control aircraft will obtain O-15 scope photography on the 1:15 position when entering, en-route, and departing the ADIZ. In case of mechanical failure which prevents lead aircraft obtaining O-15 scope photography in the ADIZ as outlined above, another aircraft in the cell will be designated this responsibility. (U)
- (3) O-15 photography will be obtained upon completion of the night celestial leg, in accordance with SAC Manual 50-38 and SAC Regulation 51-11. (U)

m. Observers will monitor all liftoff and landing phases of flight, using airborne radar. (U)

2. BOMBING:

a. One (1) record RBS Radar run will be accomplished. Pertinent information is outlined below:

- (1) Pre-IP: (C)
 - (a) Lake McCaughy (41-16N, 101-50W). (C)
 - (b) Elevation 3282'. (C)

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- (c) Mach .74 maintained throughout bomb run. (C)
- (2) IP: (C)
 - (a) Sterling, Colorado (40-37N, 103-13W). (C)
 - (b) Elevation 4030'. (C)
 - (c) True course from IP to the target is 226°, distance is 97 NM. (C)
 - (d) Variation for bomb run is 14°E (-14°). (C)
- (3) Targets: (C)
 - (a) Denver Medical Depot - DGE "DB". (C)
 - (b) Location, 39-46-14.3N, 104-57-30.36W. (C)
 - (c) Type IIB. (C)
 - (d) Elevation 5210'. (C)
 - (e) Offset Aiming Point - New Pargar, Lowry AFB. (C)
 - 1. Elevation 5412'. (C)
 - 2. Location, 39-43-16N, 104-53-09W. (C)
 - 3. Offset, S 18,041; E 20,411. (C)
 - (f) Method of Bombing: Radar with no visual assistance. The optics filter knob will be placed in the "Opaque" position prior to the IP. Visual wind runs are not authorized after departing the IP.
 - (g) GPI procedures will be utilized to the extent necessary to achieve maximum effectiveness. (C)
 - (h) Photography: G-13 and G-23 photographs will be obtained on the bomb run. All cameras will be turned on prior to starting the synchronization phase of the bomb run. No camera malfunction

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adjustments will be attempted after departing the
IF. (U)

- (4) IBDA Photography: IBDA photography will be obtained for the bomb run. Since the high level breakaway will not be accomplished, observers will obtain scope photographs in the "track" position until one minute after expiration of ATP, at which time full scan photography will be obtained. (C)

ATTACHMENTS:

1. Route Point Designation
2. B-47 Primary Flight Plan
3. B-47 Alternate Flight Plan
4. Primary Nav Flt Log
5. Alternate Nav Flt Log
6. Map
7. Bomb Form
8. Eng Flt Plan KC-97G

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ROUTE POINT DESIGNATION (C)

Point A (Alpha)	Beatrice, Nebraska
B (Bravo)	Trinidad, New Mexico
C (Coca)	Las Vegas, New Mexico
D (Delta)	Tumacacri, New Mexico
E (Echo)	Approx. Descent Point
F (Foxtrot)	Reed Point (Dodge City)
G (Golf)	End Refueling
H (Hotel)	Tell Break-up
I (India)	Rockford Range
J (Juliett)	Minneapolis, Minnesota
K (Kilo)	Alexandria, South Dakota
L (Lima)	Sioux Falls, South Dakota
M (Mike)	Lake McCordway
N (Nectar)	Sterling, Colorado
O (Oscar)	Denver, Colorado
P (Papa)	Boise, Idaho
Q (Quebec)	Cascade Reservoir
R (Romeo)	Turning Point (Mts Celestial)
S (Sierra)	Lincoln Air Force Base (C)

Attach 1 to App 2, Annex B
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ALTERNATE				OPERATION "MELON-RIND"										307BW OPS ORDER 137-55									
JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN				SQUADRON		WING		PILOT		TY TIME AND NO.		CREW NUMBER		ACFT COMB (Name and Grade)		SERV (Name and Grade)		COPILOT (Name and Grade)					
				307th		B-47E																	
PRE-FLIGHT PLAN																							
FROM		TO		WIND DIR		T.M.		VAR.		M.H.		TEMP		MACH		T.A.S.		D.S.					
LINDOLN		ROUTE		DRIFT		ALT																	
RTTO & Accel		-		-		83°P		1200		-		-		-		-		-					
40°49'N		TP		CL		287		0		297		-10		277		12,000		96E					
99°22'W		LO		CL		016		-2		014		-10		004		13M		74E					
42°31'N		CR		016		-7		009		-9		360		13M		.73		430					
96°45'W		TP		CR		330		-6		124		-9		315		13M		.73					
45°52'N-95°23'W		TP		CR		299		-3		296		-10		286		13M		.73					
Alexandria		CR		016		-7		009		-9		360		13M		.73		430					
47°55'N-99°02'W		TP		CR		330		-6		124		-9		315		13M		.73					
Grand Forks		TP		CR		299		-3		296		-10		286		13M		.73					
48°00'N		TP		CR		299		-3		296		-10		286		13M		.73					
94°10'W		TP		CR		299		-3		296		-10		286		13M		.73					
48°02'N-95°02'W		TP		CR		299		-3		296		-10		286		13M		.73					
Devils Lake		RIF		CR		343		-4		247		-11		236		13M		.73					
49°02'N-98°27'W		TP		CR		173		-7		166		-10		156		13M		.73					
Sisseton		TP		CR		173		-7		166		-10		156		13M		.73					
49°01'N		TP		CR		173		-7		166		-10		156		13M		.73					
Burton S.B. (RFB)		SO		173		-4		170		-10		167		13M		-		450					
49°01'N-98°04'W		TP		CR		173		-7		180		-10		170		15M		-					
End of Ref. Glat		TP		CR		173		-7		180		-10		170		15M		-					
ON LOAD		TP		CR		173		-7		180		-10		170		15M		-					
49°01'N-97°51'W		TP		CR		173		-7		180		-10		170		15M		-					
10		TP		CR		173		-7		180		-10		170		15M		-					
49°01'N-97°50'W		TP		CR		173		-7		180		-10		170		15M		-					
Bismarck		CC		173		-7		180		-10		170		15M		.73		425					
49°01'N-95°47'W		TP		CR		091		0		091		-10		081		12M		.73					
RIF of Ref. Glat		CC		091		0		091		-10		081		12M		.73		425					
Minneapolis		CC		023		-7		016		-8		012		11M		.73		425					
49°01'N-95°02'W		TP		CR		101		-3		300		-7		293		15M		.74					
Alexandria		CR		202		-7		209		-9		200		15M		.74		425					
(Cont M)		CR		239		-4		243		-11		232		15M		.74		425					
Sioux Falls		CR		239		-4		243		-11		232		15M		.74		425					
F-IF		CR		239		-4		243		-11		232		15M		.74		425					
Lake McGonaghy		CR		239		-4		243		-11		232		15M		.74		425					
Sterling		IP		CR		232		-4		243		-11		230		15M		.74					
Denver		TGT		CR		236		-5		241		-14		227		15M		.74					
LEVEL OFF		CL		295		-3		292		-15		277		13M		-		420					
Boise		CR		295		-3		292		-17		275		13M		.74		425					
(St Celestial)		CR		006		-7		359		-20		339		13M		.74		425					
Cascade Res		CR		080		-2		078		-18		060		13M		.74		425					
45°31'N		TP		CR		120		-3		123		-13		110		13M		.74					
107°40'W		TP		CR		120		-3		123		-13		110		13M		.74					
(End Celestial)		CR		120		-3		123		-13		110		13M		.74		425					
Lincoln		CR		120		-3		123		-13		110		13M		.74		425					
LAND		CR		120		-3		123		-13		110		13M		.74		425					
Atch 3 to Annex B, App 2, 307BW Ops Order 137-55		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3		123		-13		110		13M		.74		425					
		CR		120		-3																	

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307BW OPS ORDER 137-55 (MELON RIND)

Departure _____		Destination _____	
OFFICIAL _____		ALT. SETT. _____	
INVESTIGATION _____		CEN _____	
NAME _____	SEX _____	AGE _____	

FLIGHT PLAN

[illegible]

Attach 5 to Annex B, App 2
307BW Ops Order 137-55

TOTAL	TOTAL	Exp. Program
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0 7 6 2



Attachment #6 To Annex B
App #2 To 307TH Ops Order 137-55

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BOMBING DATA		3		4		5	
NAME		CONFIDENTIAL					
NAME		CONFIDENTIAL					
NAME		CONFIDENTIAL					
LAT.		CONFIDENTIAL					
LONG.		CONFIDENTIAL					
NAME		CONFIDENTIAL					
LAT.		CONFIDENTIAL					
LONG.		CONFIDENTIAL					
NAME		CONFIDENTIAL					
LAT.		CONFIDENTIAL					
LONG.		CONFIDENTIAL					
ELEVATION		CONFIDENTIAL					
TGT. H. X.		CONFIDENTIAL					
A.P. H. X.		CONFIDENTIAL					
T.C.		CONFIDENTIAL					
DRIFT		CONFIDENTIAL					
T.A.		CONFIDENTIAL					
N.N.		CONFIDENTIAL					
S.A.		CONFIDENTIAL					
DISTANCE		CONFIDENTIAL					
TIME		CONFIDENTIAL					
POSITION		CONFIDENTIAL					
ELEVATION		CONFIDENTIAL					
MEASURED ALT.		CONFIDENTIAL					
TRUE ALT.		CONFIDENTIAL					
OFFSET		CONFIDENTIAL					
A.P. ELEVATION		CONFIDENTIAL					
ABSOLUTE ALT. SETTING		CONFIDENTIAL					
TRUE ALT.		CONFIDENTIAL					
TARGET ELEVATION		CONFIDENTIAL					
BOMBING ALT.		CONFIDENTIAL					
T.A.S. (Knots)		CONFIDENTIAL					
Q FACTOR		CONFIDENTIAL					
TRAIL (Feet)		CONFIDENTIAL					
A.T.F. (Feet)		CONFIDENTIAL					

Attachment #7 To 307th Ops Order 137-55

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Texas
29 September 1955

APPENDIX 3

TO

ANNEX "B"

OPERATIONS ORDER 137-55

AIR REFUELING

App 3 to Annex B
307BW Ops Order 137-55
29 Sept 55

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HEADQUARTERS 30TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX 2

TO

ANNEX "B"

OPERATIONS ORDER 137-55

AIR REFUELING

1. GENERAL INSTRUCTIONS: The strike route incorporates a requirement for a pre-target air refueling. Air refueling procedures and techniques as outlined in SAC Manual 55-10, as amended, 30 June 1955, will be used. Special instructions will be covered at specialized briefing. (U)

a. Altimeter setting - 29.92. (U)

b. Refueling Airspeed - 254 knots TAS, accelerating to 289 knots TAS. (C)

c. Transfer requirements: All air refueling will be in a one tanker/one receiver ratio. Schedule transfer to each receiver will be 42,000#. Tankers will be capable of off-loading 44,000# of fuel. Receivers must refuel to a minimum of 165,000# gross weight, with a minimum on-load of 40,000# of fuel. Time allowed for refueling will be 10 minutes from time rendezvous point is reached. However, any receivers not completing fuel transfer within the specified time will not delay departure of the formation. The delayed receiver will remain with its tanker until completion of fuel transfer and proceed as an individual aircraft on his assigned track to make good turning point at Minneapolis. (C)

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307BW Ops Order 137-55
29 Sept 55

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d. Weather Reconnaissance: Weather reconnaissance will be furnished by the 307th Air Refueling Squadron. Weather aircraft will be dispatched a minimum of four (4) hours prior to first scheduled bomber take-off on X-Day, plus 1 and plus 2. Weather aircraft will survey the primary and alternate refueling areas and any other areas that may provide additional weather information as to suitability of established air refueling areas. Weather aircraft will keep Rocky Central informed at all times as to the weather reports. Weather aircraft will not discontinue weather observation until the last scheduled receiver is refueled. (C)

e. Tactics: Tactics will be as outlined in SAC Manual 87-10, as amended, 30 June 1955. (U)

f. Timing:

(1) See attached chart. (U)

(2) Tanker forces will arrive at orbit point a minimum of thirty (30) minutes prior to scheduled arrival of bomber forces at orbit point. (C)

g. Airborne Spares: An airborne spare will be utilized for each cell on each day of the mission, if available. (U)

h. Communications:

(1) UHF, VHF and HF frequencies and electronic readout settings are as specified in Annex "C" of this Operations Order and Aircrew Flimsies. (U)

(2) Normally, voice communications will be conducted only between bomber and tanker formation leaders. Radio

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307BW Ops Order 137-55
29 Sept 55

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silence will be maintained at all times except for necessary communications. (U)

2. EMERGENCY PROCEDURES:

a. Emergency procedures will be as outlined in SAC Manual 55-10, as amended, 30 June 1955. (U)

b. Base altitude for refueling is 15,000 feet pressure altitude; however, tanker leaders will notify receiver leaders of any necessary change in refueling altitude or track due to weather. (C)

3. RENDEZVOUS:

a. APN 12/16 will be primary means of electronic rendezvous. APN-11 will be secondary. B-47 Observers of the lead aircraft will monitor letdown and rendezvous throughout. (C)

b. All tankers and receivers will insure rendezvous equipment is turned on at least thirty (30) minutes prior to receiver's planned ETA to the orbit point. All aircraft will check rendezvous equipment on the ground and after take-off with ground station "Adines Pig". (C)

c. No more than one tanker will carry APN-11 in the "ON" position at any one time. This is due to overlapping of returns on receiver's scope. All other tankers will have APN-11 on "Standby". (C)

ATTACHMENTS:

1. B-47 Arrival Times
at Orbit

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307BW Ops Order 137-55
29 Sept 55

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B-47 ARRIVAL TIMES AT ORBIT POINT5 OCTOBER

<u>CELL</u>	<u>ORBIT TIMES</u>	
	<u>PRIMARY</u>	<u>ALTERNATE</u>
#1 (Red)	2138Z	2126Z
#2 (White)	2238Z	2226Z

6 - 7 OCTOBER

<u>CELL</u>	<u>ORBIT TIMES</u>	
	<u>PRIMARY</u>	<u>ALTERNATE</u>
#1 (Red)	2138Z	2126Z
#2 (White)	2238Z	2226Z
#3 (Blue)	2338Z	2326Z

Attach 1 to App 3, Annex B
 307BW Ops Order 137-55
 29 Sept 55

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HEADQUARTERS FOURTH BOMBARDMENT WING, MEDICAL
Lincoln Air Force Base, Nebraska
23 September 1955

APPENDIX A

TO

ANNEX "B"

OPERATIONS ORDER 137-55

GUNNERY

1. DD 177. This flight is designated as Big Photo for flight interception purposes only. Aircraft commanders will indicate in the Remarks Section of the DD 177 the following: For flight designation Big Photo Mission, pass flight plan to 3d AB (Det), Kirtland Air Force Base, New Mexico. (U)
2. FIGHTERS: Fighters have been requested and cleared from entrance into Albuquerque ABEX until such time. Track the F-80's from Kirtland Air Force Base, New Mexico. (U)
3. OPERATION OF EQUIPMENT: The A-1 System will be pre-flighted normally except that the turret safety switch will be left in the safe position. The system will be turned to warm-up immediately after take-off. Turn to standby at about the level-off point and to operation when the necessary time out period has expired. In any case, turn to operation before penetrating ABEX. Turn system off upon leaving ABEX. (U)
4. IDENTIFICATION: Current edition of AFSAL 1374 will be used for identification between bombers and both fighters and ABEX. (U)
5. COMMUNICATIONS: For communications on this type of mission (Big Photo) the following call signs will be used: (U)

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307BW Ops Order 137-55
29 Sept 55

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- a. Ball - Big Photo.
- b. Fighter - Little Photo.
- c. GFI - Ground Photo. (U)

All communications concerning intercepts with fighters or GFI will be prefixed by the appropriate call sign. (U)

6. SAFETY PROCEDURES: In addition to leaving the target safety switch in the safe position, the safety procedures as set forth in Wing Letter 136-3 will be followed while in flight. (U)

7. AUTHORIZED ATTACKS: The following types of search sector attacks may be expected from the fighters (Reference SAC Regulation 51-6): (U)

- a. Rear quarter attacks (high or low), which place fighters within firing range between azimuth angles of 90° and 180° (left or right), when measured from the bomber stern, and not more than 20° above or below the horizontal plane of the bomber. (U)

- b. Tail Attacks, which originate between 90° left or right from bomber stern and not more than 30° above or below the horizontal plane of the bomber. (U)

8. UNAUTHORIZED ATTACKS: Front quarter or head-on attacks, i.e., attacks forward of 180° azimuth when measured from the bomber stern, are unauthorized. These attacks are prohibited under SAC Regulation 51-6 and ADC Regulation 51-4, and will be reported to the declassifying team upon landing. (U)

9. TACTICS: No evasive action will be taken by bombers of this Command during this mission. (U)

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307BW Ops Order 137-53
29 Sept 55

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX 5

TO

ANNEX "B"

OPERATIONS ORDER 137-55

ARTC CLEARANCES

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307BW Ops Order 137-55
29 Sept 55

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX 5TOANNEX "B"OPERATIONS ORDER 137-55ARTC CLEARANCES

1. ARTC Clearances: The following altitudes enroute have been cleared with ARTC for this Operation. All altitudes are MSL.

b. B-47 (Primary):

ROUTECLEARED ALTITUDES

Depart Lincoln AFB and climb on

course to Beatrice, Nebraska; thence

continue climb to level-off at 39-34N,

98-53W. (C).

0 - 37M

39-34N, 98-53W - Trinidad - Las Vegas

(N.M.), - Tucumcari - Descent Point

(37-01N, 101-10W). (C)

32 - 37M

Descent Point - Rendezvous Point (Dodge

Duty VOR). (C)

14 - 37M

Rendezvous Point to End Refueling

(39-22N, 97-38W). (C)

14-17M

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307BW Ops Order 137-55
29 Sept 55

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<u>ROUTE</u>	<u>CLEARED ALTITUDES</u>
--------------	--------------------------

Climb to cleared altitude on refueling
track to level-off (40-29N, 95-56W), to
40-34N, 95-47W (8 MI SE Nebraska City -
Cell Break-up Point). (U)

34-36M

Thence continue climbing to assigned
altitude on individual track to

Minneapolis, Minnesota. (C)

34-36M

Minneapolis - Alexandria - Sioux Falls -

Lake McConaughy. (C)

34 - 36M

Lake McConaughy - Sterling - Denver. (C)

32 - 38M

Denver - Boise, Idaho - Cascade Reservoir -

45-31N, 107-40W - Lincoln. (C)

37 - 39M

Refueling Altitude - 24,000' Pressure

Altitude. Denver RBS - 34,000 - 36,000

Pressure Altitude. (C).

b. B-47 (Alternate): In case alternate refueling track is
used, the following will be cleared with ARTC (by 307th Bomb Wing
Headquarters): (U)

ROUTECLEARED ALTITUDES

Lincoln - 40-29N, 97-22W - 42-34N,

96-45W (Level-off). (C)

0 - 37M

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307BW Ops Order 137-55
29 Sept 55

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<u>ROUTE</u>	<u>CLEARED ALTITUDES</u>
42-34N, 96-45W - Alexandria - Grand Forks - 48-21N, 98-13W - Devils Lake (Refl IP) - 45-24N, 98-26W (Descent Point). (C)	32 - 37M
Descent Point - Huron, S.D. VOR (Rendezvous Point). (C)	14 - 37M
Rendezvous Point - 42-21N, 98-05W (End Refueling). (C)	14 - 17M
End refueling - Climb on refueling track to level-off (40-46N, 97-53W) - Sutton, Nebraska - 40-34N, 95-47W (Cell Break-up point 8 miles SE Nebraska City). (C)	32 - 37M
Remaining route same as Primary. (U)	
c. KC-97 (Primary):	

<u>ROUTE</u>	<u>CLEARED ALTITUDES</u>
Lincoln - Beatrice, Nebraska - Level-off (39-30 $\frac{1}{2}$ N, 98-07W). (C)	0 - 17M
Level-off - Ulysses, Kansas - 10NM NW Liberal, Kansas (Orbit Point). (C)	14 - 17M
Orbit Point - Dodge City (Rdz Point) 39-18N, 97-47W - Auburn, Nebraska - Lincoln. (C)	14 - 17M

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307BW Ops Order 137-55
29 Sept 55

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ROUTECLEARED ALTITUDES

Descent will be made over Lincoln. (U)

d. KC-97 (Alternate): In case alternate refueling track is used, the following will be cleared with ARTC (by 307th Bomb Wing Headquarters): (U)

ROUTECLEARED ALTITUDES

Lincoln - 40-50N, 97-27W - Level-off

(42-11N, 97-22W). (C)

0 - 17M

Level-off - Watertown VOR - Aberdeen

VOR (Orbit Point). (C)

14 - 17M

Orbit Point - Huron VOR (Rdz Point) -

42-09N, 98-12W - Lincoln (C)

14 - 17M

Descent will be made over Lincoln.

e. Compulsory reporting points will be given at specialized briefing. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Harris Air Force Base, Nebraska
29 September 1955

APPENDIX 6

TO

ANNEX "B"

OPERATIONS ORDER 137-55

TAKE-OFF DATA

App 6 to Annex B
307BW Ops Order 137-55
29 Sept. 55

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HEADQUARTERS FOUR BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

REPORT

TO

ANNEX "B"

OPERATIONS ORDER 137-55

TAKE-OFF DATA

B-47 Take-off Data

Aircraft Basic Weight		80,000#
Crew Weight	700	
Oil Weight	400	
Operating Weight		81,100#
Fuels:		
FM	10,000	
CM	10,000	
AM	20,000	
Forward Aux.	6,435	
B.B.	10,000	
ATO	1,620	
Total Fuel		58,055
Initial Gross Weight		139,155
Start Eng & Taxi Fuel	5,000	
Take-off Gross Weight		144,155

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307BW Ops Order 137-55
29 Sept 55

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Runway Available	9,540'
Critical Runway Length	9,540'
Pressure Altitude	1,000'
Runway Temperature	88°F
Take-off Distance	5,280'
Take-off Speed	144 K
Refusal Speed	116 K
Flare Speed	160 K
Line Speed	87 K

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307BW Ops Order 137-85
29 Sept 55

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KC-97G Take-off Data:

Aircraft Basic Weight		82,918#
Crew Weight	1,600	
Oil Weight	1,470	
Miscellaneous	500	
Operating Weight		82,488#
<u>FUEL</u>	<u>GALLONS</u>	<u>POUNDS</u>
1	1770	10,266
2	1120	6,490
3	1120	6,490
4	1770	10,266
C/W		5.6#/gal
Ext (JP-4)	1382	8,903
Deck	4158	27,017
		6.5#/gal
TOTAL FUEL	11,420	69,512
Initial Gross Weight		152,000
Run-up and Taxi Fuel		1,000
Take-off Gross Weight		161,000
Equivalent Performance Weight		175,000
Runway Length	10,600'	
Accelerate and Stop Distance		
at Unstick	9,450'	
Pressure Altitude	1,000'	
Runway Temperature (C)	30°	

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 307BW Ops Order 137-55
 29 Sept 55

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BHPa	3,200
Take-off Distance	6,000
Take-off Speed	131
Line Speed	2,500'/90

NOTE: 5% additional fuel added for formation - Pred. Temp 15° hotter than standard.

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29 Sept 55

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HEADQUARTERS TENTH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX 7

ANNEX 1B

OPERATIONS ORDER 137-55

ALTERNATE AIRFIELDS

1. EMERGENCY LANDING BASES.

a. The following Air Force Bases are listed as primary in the event of an emergency: (U)

Smoky Hill Air Force Base, Salina, Kansas

McConnell Air Force Base, Wichita, Kansas

Roswell Air Force Base, Roswell, New Mexico

Lincoln Air Force Base, Lincoln, Nebraska

Ellsworth Air Force Base, Rapid City, South Dakota

Mountain Home Air Force Base, Mountain Home, Idaho (U)

b. Emergency landings are not restricted to these bases.

Should an emergency warrant, Aircraft Commander will select any suitable alternate and effect landing. (U)

2. MISSED REFUEL NO ALTERNATES Lincoln Air Force Base will be the missed refueling alternate. Fuel reserve will be 40,000#. (U)

3. WEATHER ALTERNATES:

a. The following bases will be weather alternates. Fuel reserve over each base will be as indicated in briefed flight plan in flow.

(U)

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307BW Ops Order 137-55
29 Sept 55

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HEADQUARTERS 30TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX 7

TO

ANNEX "B"

OPERATIONS ORDER 137-55

ALTERNATE AIRFIELDS

App 7 to Annex B
307BW Ops Order 137-55
29 Sept 55

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HEADQUARTERS NORTH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

APPENDIX C

ANNEX 100

OPERATIONS ORDER 137-55

ALTERNATE AIRFIELDS

1. EMERGENCY LANDING BASES.

a. The following Air Force Bases are listed as primary in the event of an emergency: (U)

Smoky Hill Air Force Base, Salina, Kansas

McConnell Air Force Base, Wichita, Kansas

Roswell Air Force Base, Roswell, New Mexico

Lincoln Air Force Base, Lincoln, Nebraska

Ellsworth Air Force Base, Rapid City, South Dakota

Mountain Home Air Force Base, Mountain Home, Idaho (U)

b. Emergency landings are not restricted to these bases.

Should an emergency warrant, Aircraft Commander will select any suitable alternate and effect landing. (U)

2. MISSED REFUELING ALTERNATE: Lincoln Air Force Base will be the missed refueling alternate. Fuel reserve will be 40,000#. (U)

3. WEATHER ALTERNATES:

a. The following bases will be weather alternates. Fuel reserve over each base will be as indicated if briefed flight plan is flown.
(U)

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307BW Ops Order 137-55
29 Sept 55

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Smoky Hill Air Force Base - Reserve 15,000 lbs (B-47)

Forbes Air Force Base - Reserve 15,000 lbs (B-47)

Sedalia Air Force Base - Reserve 14,000 lbs (B-47) (U)

4. FUEL RESERVE: B-47 aircraft will arrive over Lincoln Air Force Base with a minimum of 10,000 pounds of fuel, plus fuel to alternate. KC-97 aircraft will arrive over Lincoln with a minimum of 800 gallons of AvGas, plus fuel to alternate. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

ANNEX "C"

TO

OPERATIONS ORDER 137-55

COMMUNICATIONS

Annex C to
307BW Ops Order 137-55
29 Sept 55

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

ANNEX WC*

TO

OPERATIONS ORDER 137-55

COMMUNICATIONS

1. GENERAL.

a. High Frequency Communications will be utilized for Tactical Position Reporting, Strike Reports, back-up for UHF/VHF and Recall or other necessary information transmitted to aircraft in flight. (U)

2. AIRBORNE COMMUNICATIONS:

a. For H.F. Tactical Position Reports and SAC monitoring procedure Alfa the Control Station will be: (U)

b. Control Stations for H.F. Strike Reports will be: (U)

(1) Andrews - Primary

(2) MacDill - Secondary

(3) Any other AACS Station in excess of 1500 miles from target may be used if Strike Report cannot be passed to either the Primary or Secondary Station within 30 minutes.

c. Frequencies will be in accordance with pages 5a and 6 of B-47 Aircraft Commander's Communications Flimsy, or SACCEI. (U)

d. Call Signs will be assigned Rocky/Runner/Luger calls. (U)

e. High Frequency Tactical Position Reports will be made by Cell Leader while in cell formation and hourly by individual aircraft while in Bomber Stream. (U)

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29 Sept 55

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- f. All A.F. Tactical Position Reports will be addressed to ROCKY (307th Bomb Wing) and CURFEW (Headquarters, Eighth Air Force). (U)
- g. A Strike Report will be transmitted by each aircraft after bombs away over Denver. Strike Reports will be addressed to ROCKY and STORMTROOPER (Headquarters Eighth Air Force and Headquarters SAC). Strike Reports will be transmitted to stations specified in paragraph 2b. Strike Reports will be authenticated using AFSAL 5104. (C)
- h. CAA reporting points will be as specified in Crew Flimsy. (U)
- i. ADIZ reporting will be as required. (U)
- j. While in Cell Formation, Deputy Cell Leader will make all ATC Reports. (U)
- k. In Bomber Stream the first aircraft of the first cell and the last aircraft of the last cell will make ATC Reports for the Bomber Stream. (U)
- l. All aircraft will monitor UHF Channel 5, 455.6 Mc, throughout the mission, except during Air Refueling or necessary interplane communications on UHF Channel 11. The Transmit-Receive-Guard (TR/G) on UHF radio will be utilized at all times except when necessary to discontinue the monitor or guard channel while actually communicating on another frequency. (U)
- m. UHF/VHF and Rendezvous frequencies will be as specified in Crew Flimsy. (U)
- n. ATC reporting during Air Refueling will be in accordance with SAC Regulation 55-41. (U)
- 3. RECOGNITION AND IDENTIFICATION:
 - a. ACP 148 () for KC-87's. (C)

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29 Sept 55

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b. AFSAL 3104 () for B-47's. (C)

4. IFF:

a. In accordance with ADC SET 2350. (U)

5. NAVIGATIONAL AIDS:

a. As listed in appropriate Radio Facility Charts. (U)

6. EMERGENCY PROCEDURES:

a. As contained on Pages 3 and 4 of B-47 Aircraft Commander's Communications Flimsy and Supplementary Flight Information Document. (U)

7. RECALL WORD:

a. FRESCO. (C)

8. SECURITY:

a. Communications security will be observed and no clear text transmission will be made that would reveal unit designation or location, aircraft type or the nature of the mission.

LOUIS G THORUP
Colonel, USAF
Commander

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OFFICIAL:



ROBERT W CHRISTY
Colonel, USAF
Director of Operations

Annex C to
307BW Ops Order 137-55
29 Sept 55

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

ANNEX "D"

IC

OPERATIONS ORDER 130-55

FLYING SAFETY

Annex D to
307BW Ops Order 130-55
29 Sept 55

This annex consists of 2 Pages

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HEADQUARTERS 30TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska
29 September 1955

ANNEX D

II

OPERATIONS ORDER 137-55

FLYING SAFETY

1. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety consideration will take precedence over mission accomplishment. (U)
2. All crews will be briefed on adequate alternates over entire route, with particular emphasis on the following: (U)
 - a. Smoky Hill Air Force Base, Salina, Kansas.
 - b. McConnell Air Force Base, Wichita, Kansas.
 - c. Roswell Air Force Base, Roswell, New Mexico.
 - d. Ellsworth Air Force Base, Rapid City, South Dakota.
 - e. Mountain Home Air Force Base, Mountain Home, Idaho.
 - f. Forbes Air Force Base, Topeka, Kansas.
 - g. Sedalia Air Force Base, Sedalia, Missouri. (U)

In cases of emergency, safety of flight will not be sacrificed to comply with the above alternates. (U)

3. All participating pilots will be briefed and become familiar with letdown procedures for destination and weather alternate prior to departure. (U)

4. The provisions of SAC Regulation #2-19, Crew Rest, will be observed. (U)

Annex D to
307BW Ops Order 137-55
29 Sept 55

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5. All navigational aids and facilities will be used on this mission. (U)

6. Radar observers will monitor all approaches and landings in accordance with Eighth Air Force Regulation 51-1. (U)

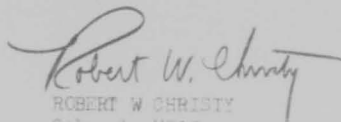
7. Full compliance with AFR 60-10 and AFR 60-30 will be observed with exception of weather minimums for Lincoln Air Force Base established by 818th Air Division Regulation 35-1. (U)

8. Crew members will be briefed on their responsibilities of complying with SAC Regulation 60-1 and Eighth Air Force Regulation 62-5, insofar as preliminary reports are concerned, if they are involved in an accident at or near a base other than a SAC base. (U)

LOUIS G THORP
Colonel, USAF
Commander

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ROBERT W CHRISTY
Colonel, USAF
Director of Operations

Annex D to
307BW Ops Order 137-13
29 Sept 55

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Marshall B. Knaab
MARSHALL B. KNAAB
2nd LT. USAF

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JOINT MESSAGEFORM

FROM: COMRADIV 818 LINCOLN AFB NEBR
TO : COMDRBOMWG 22, MARCH AFB CALIF
COMDRBOMWG 11, CARSWELL AFB TEX
COMDRSTRATRECONWG 28, ELLSWORTH AFB,
RAPID CITY, S. DAK.
COMDRBOMWG 301, BARKSDALE AFB LA
COMDRBOMWG 43, DAVIS-MONTHAN AFB, ARIZ

INFO:

/CONFIDENTIAL/307DOP 9-899-C. Information supplied your organization to help preclude conflict with "Post Hole" or other exercises. 307th BomWg, Lincoln AFB, will fly Graduation Mission of eight (8) aircraft each day on 5, 6 and 7 October 1955, to take off and fly at fifteen minutes intervals, starting at approximately 1930Z. Length of mission, ten (10) hours. Route is as follows: Lincoln AFB to Las Vegas, New Mexico, at thirty-two to thirty-four thousand feet. Refueling track from Tucumcari, New Mexico to Lincoln AFB with tanker orbit at Liberal, Kansas. Refueling altitude, fifteen thousand feet from Dodge City, Kansas to 40 NM north of Salina, Kansas. Altitude from Lincoln to Rockford, Illinois to St Paul, Minnesota, thirty-two to thirty-six thousand feet. Altitude from Sioux Falls, South Dakota to Denver RBS, thirty-four to thirty-six thousand feet. Denver to Boise, Idaho, to Billings, North Dakota to Lincoln, thirty-seven to thirty-nine thousand feet.

ROBERT W CHRISTY, COLONEL, USAF

T J FLANNIGAN, CWO, USAF

307DOP/KJB/ap/8084/63Sept 55

THIS IS A CERTIFIED TRUE COPY:

Marshall B. Kushner
MARSHALL B KUSHNER
2ND LT, USAF

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MEMO FOR THE
AIRMAN AND F-105 (45)
Westover Air Force Base
Massachusetts

0031

11 October 1955

SUBJECT: Ninth Air Force Operation Order 137-55, Evaluation Mission-
307th Bombardment Wing

TO: Commander
1st Air Force
Westover Air Force Base
Massachusetts

1. In accordance with 1st Air Force Letter Order 411, 30 September 1955, Subject: Temporary Duty Travel, Major Edwin E. Givens was assigned to Lincoln Air Force Base, Nebraska, as 1st Air Force representative to observe the subject mission, 3-11 October 1955.

2. The purpose of the mission was to conduct a proficiency exercise for all combat ready crews (82), with the wing. The unit was required to fly a profile mission, from Lincoln Air Force Base to Lincoln Air Force Base, accomplishing air refueling, celestial navigation, and formation tactics and simulated bombing. The original plan called for a 2-day mission on 3 October 1955. Due to extremely bad weather the mission was delayed 24 hours, and with a strictly ceiling on weekends, the mission was flown on 4, 5, and 6 October.

3. Detailed tanker mission accomplishments by individual missions are included as inclosures 1, 2 and 3 to this report. A recapitulation of accomplishments including weather aircraft but including airborne operations is as follows:

- a. Total accomplishments.
 - (1) 11 aircraft scheduled.
 - (2) 34 aircraft airborne.
 - (3) 108:27 total hours flown.
 - (4) 94% tanker effectiveness.
 - (5) 40000# average fuel required for off load.
 - (6) 43127# average fuel actually off loaded.
 - (7) 2 air aborts.
 - (8) 5 ground aborts.
- b. 307th Air Refueling Squadron Accomplishments.
 - (1) 18 aircraft scheduled.
 - (2) 19 aircraft airborne.

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- (3) 78:11 total hours flown.
- (4) 100% tanker effectiveness.
- (5) 43564 average fuel required for off load.
- (6) 43746 average fuel actually off loaded.
- (7) No air aborts.
- (8) 2 ground aborts.

c. 55th Air Refueling Squadron Accomplishments.

- (1) 15 aircraft scheduled.
- (2) 15 aircraft airborne.
- (3) 40:15 total hours flown.
- (4) 87% tanker effectiveness.
- (5) 45544 average fuel required for off load.
- (6) 42722 average fuel actually off loaded.
- (7) 2 air aborts.
- (8) 3 ground aborts.

4. Detailed bomber mission accomplishments are included as inclosures 4, 5 and 6 to this report. A recapitulation of bomber accomplishments is as follows:

a. Aircraft General.

- (1) 29 aircraft scheduled.
- (2) 29 aircraft airborne.
- (3) 268:14 total hours flown.
- (4) 31 crews completing mission.
- (5) 7 air aborts.
- (6) 8 ground aborts.

b. Dashin results on Denver, target Delta:

	107th Bomb Wing		370th Bomb Sqd		371st Bomb Sqd		372nd Bomb Sqd	
	SEA	SEP	SEA	SEP	SEA	SEP	SEA	SEP
Number Runs	3173	1570	5980	1870	1725	1375	1829	1420
Reliability	21		7		6		8	
Gross Errors	1		1		0		0	

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7. Bombing results on 5 sorties were somewhat less than desired.

8. Following is a listing of these runs by individual crew with an explanation thereof:

- (1) Crew 101 - 3527'. A review of the radar film substantiated the fact that the crew experienced malfunctioning radar. There was no doubt that the operator had correctly identified the aiming point. On one frame the cross hairs would be on the aiming point and in the next frame, the cross hairs would be considerably off of the aiming point. The operators wind was about 25 degrees and 30 knots different from other crew winds. The latter found a number of bad tubes in the 35-37.
- (2) Crew 107 - 3500'. A review of the radar film disclosed that the operator had not correctly identified the aiming point. The cross hairs were placed on the built-up area of Lowery Air Force Base. In addition the observer's north wind component was approximately 1/2 the value of other observers wind components. The film did not substantiate the malfunction write-ups. The PI score was 3000'.
- (3) Crew 108 - ³⁷ ~~4000~~ ⁴⁰⁰⁰'. A review of film disclosed that the altitude was in error. The bombing altitude was some 1000' higher than other observer's altitudes. A review of the film disclosed excellent procedure used as well as the cross hairs being on the exact aiming point throughout the run. The radar film showed no apparent malfunctions. The PI score was 1100'.
- (4) Crew 109 - 27370'. A review of film disclosed that the operator placed his switch through the town of Denver with the offset switch in the "in position". At no time did he attempt to place his cross hairs on the OAF, although it could be seen at the beginning of the run. The observer in the site stated by telephone that the track flown did not deviate from a straight line some 6 miles north and west of the target. The operator switched to the "offset out" position and the cross hairs moved north and west of Denver some 22000' in the mountain region. At no time was synchronization apparent on any return. The film did not substantiate any of the radar write-ups nor did it substantiate the observer's comment that he believed that he was synchronized on the OAF at both release. The PI score was 28200'.
- (5) Crew 111 - 4350'. The observer, when computing the bombing altitude, added 1900 feet when it should have been subtracted resulting in an erroneous bombing altitude of some 40000'. A review of the film disclosed that he had correctly identified his OAF and would have otherwise made an excellent run. No PI score was obtained as there was no photography 2 minutes prior to bomb release. At this time the PI indicated that, had the last frame been the bombs away frame, the PI score would have been a shock.

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4. Evaluation results:

	307th Sqn. Wg.	370th Sqn. Wg.	371st Sqn. Wg.	373d Sqn. Wg.
ORA	15.5	15.3	15.9	17.9.
No. hits 25*	8*	8*	8	7
Reliability %		100	100	71

* Includes one 10 mile radii area scored by 307th Sqn. Wg. since the report of radii area has not yet been completed as comparison as data was using the two available navigation logs.

7. Throughout the entire exercise, it was evident that an immense effort was expended by all personnel concerned to ensure successful mission.

a. Crews were well briefed, and crews were confident of their ability as was evidenced by individual reports before departure of crews regarding their anticipated results.

b. Personnel staff, briefing and briefing was considered excellent.

- (1) Each crew had a minimum of 10 hours of supervised target study.
- (2) Each crew drew a prediction of the target area from memory.
- (3) Each crew had a minimum of 10 flare bomb runs.
- (4) Each crew took an examination concerning the mission requirements prior to take-off in accordance with 11th Air Force Regulation 51-19.
- (5) The Vice Staff precomputed altitudes was minutes of selected stars and furnished each crew with a set of the computations.
- (6) Each crew was furnished five 3 x 10 radar photos at various ranges of the target area.
- (7) Errors made by preceding crews were brought to the attention of crews participating on subsequent nights.
- (8) All crews will be individually critiqued on their bombing and navigation results regardless of OR.

8. Conclusions: The overall wing results for the Graduation Exercise is considered good. Staff support and preparation for the mission is considered excellent. Errors in equipment and mathematical mistakes can be corrected. Only two crews incorrectly identified the aiming point which is of primary concern in radar bombing. Those two crews with the excellent assistance of the entire wing, the amount of target materials, and target study received cannot correctly identify a relatively easy aiming point, these same crews will experience considerably more trouble in identifying an assigned S&P target when knowledge of the target and adequate target materials are not available. Previous experience with results of S&S evaluation indicate that incorrect target identification during evaluation will result in crew ratings of unsatisfactory.

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9. Recommendations: It was recommended that the receiver monitor future testing results of crews 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

6 Encls
As stated

cc: Comdr 313 Air, 1st
Comdr 307 BW, 2 cys

• 313 Air, 1st
Major, 313
Sch. Air Force Field Representative

A. C. 313 Air, 1st

Marshall B. Kuhl
Marshall B. Kuhl
2nd Lt., 313 Air, 1st

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TABLE 1. SUMMARY
 OF THE 1977-78 BUREAU OF AERONAUTICS
 OF THE AIR FORCE, 6 OCTOBER, 1978

COL	DATE	A/B	PLANNED FLIGHT	ACTUAL FLIGHT	TIME P-15	TOTAL HOURS
<u>1977-78</u>						
Runner 20	703 (2)	1915	1923	4:300	4:10	
Runner 21	705 (2)	1917	1924	4:310	4:20	
Runner 22	704 (2)	1:17	1925	4:5790	3:55	
Runner 23	706 (3)	1918	Ground Abort			
Runner 27	706 (4)	1918	Ground Abort			
Runner 25	712 (3)	1949	1954	1300	4:15	
Runner 24	719 (2)	1949	1952	Air Spare	4:25	
<u>1978-79</u>						
Runner 25	7-02 (6)	2015	2016	4:530	4:15	
Runner 14	7-14 (6)	2015	2017	4:3000	4:15	
Runner 13	7-21 (7)	2:17	Ground Abort			
Runner 16	7-05 (1)	2018	2018	4:2000	4:30	
Runner 20	7-14 (8)	2020	2020	Booster Alt	5:05	
<u>TOTAL</u>						40:10

- (1) Air aborted due to excessive oil consumption on all engines.
 (2) Delay on take off due to ATC clearances.
 (3) Fuel pump inoperative #2 engine.
 (4) WBF radio trouble.
 (5) Receiver had no rudder boost, power control inoperative.
 (6) C-47 on runway delayed take-off.
 (7) Pilots Flight Attitude Indicator inoperative.
 (8) Receiver aborted.

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CRASH RESULTS
 412TH AIR FORCE GROUP, 1st AIRBORNE DIVISION 137-55
 17 OCTOBER 1955

Call	Order No	A/C	SCHEDULED FLIGHT TIME	ACTUAL FLIGHT TIME	FUEL CONSUMED	TOTAL ACTUALS
<u>1st Call</u>						
Runner 30	T-12	T-12-128	1915	1918	43990	4:00
Runner 28	T-20	CALHUN	1916	1916	42638	4:00
Runner 33	T-12	DOUG	1 17	1917	45250	4:05
Runner 38	T-14	W. BOWEN	1918	1918	43990	3:55
Runner 27	T-06	SCHEFFER	1945	1945	Air Spare	0:15
<u>2nd Call</u>						
Luger 15	T-02	WISSE	2015	2015	42200	4:00
Luger 29	T-10	CLARK	2016	2016	43000	4:00
Luger 19	T-21	JACKSON	2017	2017	41000	4:00
Luger 17	T-14	WITTS	2018	2018	41300	4:45
<u>3rd Call</u>						
Runner 21	T-10	WATT	2115	2115	44000	4:30
Runner 25	T-17	ANDERSON	2116	2116	44630	4:20
Runner 23	T-17	WATSON	2117	2117	Air Short**	1:40
Runner 26	T-19	FUTNER	-----	2119	42000	<u>4:15</u>
<u>TOTAL</u>						52:50

(*) Ground spare flew to refuel extra bomber.

(**) #3 engine feathered excessive loss of oil.

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TABLE 10013
 SUMMARY OF OPERATIONS 17-55
 1151 H 23, 10 OCTOBER 1953

CALL	CHAS NO	A/C	SCHEDULED TIME OFF	ACTUAL TIME OFF	NO L OFF LINE	TOTAL HOURS
<u>1001 CELL</u>						
Runner 29	T-30	GAYLE	1920	1920	44243	3:05
Runner 22	T-18	LOVE	1921	1921	42000	3:49
Runner 27	T-8	SCHAFER	1922	1922	41900	3:41
Runner 20	T-19	WITSCHE	1923	1923	41120	3:59
Runner 25	T-17 (1)	WESLEY	1950	1950	Air Spare 42120	4:04
<u>1017 CELL</u>						
Luger 20	T-2	WELSH	2020	2020	45740	3:15
Luger 19	T-21 (2)	WELSH	2021	Ground Abort - Prop trouble		
Luger 13	T-09 (2)	WELSH	2022	Ground Abort - Prop trouble		
Luger 21	T-11 (2)	WELSH	2023	2023	Bomber Abort	4:24
Luger 28	T-17 (1)	WELSH	----	2021	Air Abort	3:41
Luger 17	T-10	BLANK	----	2022	40000	3:33
<u>1024 CELL</u>						
Runner 30	T-1	TRIMMER	2120	2120	45180	4:23
Luger 18	T-14	WITTS	2121	2121	40000	4:06
Luger 14	T-05	ACC.	2122	2122	Air Spare 44500	<u>3:43</u>
<u>TOTAL</u>						45:27

(1) Luger 28 had a leaking boom, aborted, and was replaced by Runner 25.

(2) Bomber ground aborted, rescheduled on third cell which required a third tanker.

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101st Bomb Wing
847 ORO 0004 120-55
Mission 1 - 6 October 1953

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RAV Call	Call	Crew	ACFT	Engine	S/N	SCN	WGT	PLN	PLN IP	WGT	AV	LAND	TOT	Remarks
38	R30	Lope	Alien	371	1930	1930	4200	0033	1450	11.0	0533	1:00	Complete	
39	R33	Webber	Alien	371	1931	1931	4200	0053	1450	11.0	0533	1:00	Complete	
31	R37-1	Hifford	Hesse	371	1932	1932	4200	0053	1450	11.0	0533	1:00	Complete	
54	R42-2	Hull	Bilek	372	1933	1933	4200	0053	1450	11.0	0533	1:00	Air Abort	
50	R49-3	Wheeler	Greney	372	1933	1933	4200	0053	1450	11.0	0533	1:00	Air Abort	
MIA: OML														
10	R01	Berman	Moore	373	2030	2030	4400	0137	1750	12.0	0614	9:44	Complete	
12	R12-4	Sullivan	Lathurst	370	2031	2031	4400	0137	1750	12.0	0614	9:44	Ground Abort	
11	R05	McCrary	Grundberg	370	2032	2032	4200	0209	1550	20.9	0643	10:11	Complete	
48	R06-5	Teiker	Huckins	372	2033	2033	4200	0153	1550	20.9	0643	10:11	Ground Abort	
21	R04	Feebles	Schwartz	370	2031	2031	4300	0153	1550	20.9	0643	10:11	Complete	
49	R06-6	Hollman	Anthony	372	2031	2031	4300	0153	1550	20.9	0643	10:11	Ground Abort	
TOTAL	11				8	7	6	5	4	5		1:53	5-Complete	

1. Air Abort - Radar, No Azimuth Stabilization
2. Ground Abort - No fuel pressure #1 engine
3. Air Abort - Could not unload gas due to inoperative rudder boost power control
4. Ground Abort - Ship doors would not open, hydraulic leak
5. Ground Abort - Radar, heading unit out - off 20 degrees
6. Ground Abort - Radar, no picture, loose cable to modulator

CRA 2492 CRA 15.5
CRA 1550
Reliability - 75%

*CRA 22.5 - Abilization trouble
substantiated by radar photography

Incl #4

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CLARK REPORTS
SAF OPS GROUP 138-35
Mission #2 - 7 OCTOBER 1955

REQ	CALL	ACFT	NAME	NO.	SCN	TIME	ALT	PRG	IF	TGT	ALT	LOC	TIME	STATUS
48	R09	Northrop	Leslie	372	1930	43000	0035	1800	18.7	04:55	9:25	Complete		
49	R01	Golzen	Anthony	372	1931	42233	0040	1100	37.5	05:27	9:26	Complete		
50	R09	Wheeler	Gracey	372	1932	45200	0108	1920	Incom-					
13	R07	Weinze	Wages	370	1933	41950	0123	3000*	8.4	05:45	10:12	Complete		

MBK

Seytant Froge

REQ	CALL	ACFT	NAME	NO.	SCN	TIME	ALT	PRG	IF	TGT	ALT	LOC	TIME	STATUS
28	R31	Linick	Johnson	371	2030	42200	0138	450	19.0	06:19	9:27	Complete		
35	R34-1	Hoover	Pelletier	371	2031	43000	---	---	---	06:20	7:10	Air Abort		
27	R30-2	Larsen	Wick	371	2032	---	---	---	---	06:12	3:40	Air Abort		
12	R02	Sullivan	Bathurst	370	2033	41000	0211	600	8.8	06:40	10:07	Complete		

REQ	CALL	ACFT	NAME	NO.	SCN	TIME	ALT	PRG	IF	TGT	ALT	LOC	TIME	STATUS
43	R06	Deiner	Hudkins	372	2130	42000	0314	1270	24.3	07:35	10:05	Complete		
54	R02-3	Hall	Wilck	372	2131	---	---	---	---	---	---	Ground Abort		
31	R37	Hifford	Hesse	371	2132	46000	0237	4000**	15.8	07:20	9:49	Complete		
52	R52-4	Morrison	Kennedy	372	---	44630	---	---	---	04:42	7:10	Air Abort		
34	R39	Hall	Mill	371	---	41500	0323	1300	22.6	07:40	10:07	Complete		
TOTAL	13			11	11	9	9	8			107:31	8		

1- Radar Air Abort, FDI would not center, in flight correction, but not in time for run

2- Air Abort, aircraft, #3 engine out

3- Ground Abort, nose wheel - unable to turn in Off Position

4- Radar Air Abort, cross hairs would not drive, intermittent connection * Target misidentification

** Altitude off 1700 feet, equipment difficulty

*** Sestant Probe

INCL #5

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BOEING BOMBS
RAF OPS ORDER 132-55
MISSION #3 - 10 OCTOBER 1955

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CALL	CREW	A/C	CHRON	SOB	SEA I-O	ALT I-O	F-RELEASED	TIME IF	WTA	CR	TIME	TIME	REMARKS
RED CELL													
14	R03	Oudenkirk	Weber	370	1935	1935	44283	0038	1870	21.5	0517	9:42	Complete
22	R08-1	Brooks	Lattoli	370	1936	1936	42000	0053	Abort 10.0*	0531	9:55	Air Abort	
15	R06	Creek	Wynn	370	1937	1937	41508	0109	27370**	24.0	0543	10:06	Complete
27	R36	Barden	Rick	371	1938	1938	43120	0122	2030	12.7	0600	10:22	Complete
WHITE CELL													
53	R71-2	Kohlischew	Walrath	372	2035	2035	46240	0139	4350***	7.2	0610	9:35	Complete Ground Abort Rocky 44
51	R67-3	Hull	Wilek	372	2036	---	---	---	---	---	---	---	Ground Abort
57	R62-4	Kann	Davis	372	2037	---	---	---	---	---	---	---	Ground Abort
37	R38	Dowling	Selma	371	2038	2038	42180	0153	1100	6.3	0655	10:17	Complete
54	R70	Harrison	Kennedy	372	2136	2039	40000	0207	1570	8.5	0640	9:01	Complete
BLUE CELL													
35	R34-5	Hoover	Pellitier	371	2135	2135	45100	0238	Abort	6.3	0715	9:40	Air Abort
51	R67	Kann	Davis	372	---	2136	40000	0252	2120	7.9	0735	9:59	Complete
57	R62	Hull	Wilek	372	---	2140	44500	0309	1100	17.0	0753	10:13	Complete
TOTAL				12	10	10	10	10	8	10	98:50	8	

- 1- Radar Air Abort - No picture due to loss of Ind M Volt
 2- Crew R71 made take off time in a substitute aircraft. Rocky 44 #3 engine had dented compressor blades, requiring engine change.
 3- Ground Abort - alternator trouble.
 4- Ground Abort - Lost #5 engine on take off (70% power)
 5- Radar Air Abort, could not synchronize, varying picture.

ORA 9191 ORA 12.1
 ORA 1960
 Reliability - 75
 * GCI scored Ray Leg, Radar out.
 ** target identification
 *** Ballistic computation error

DGL #6

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FLASH REPORT

OPERATION MELON RIND "CCCA"

INTELLIGENCE

Red Cell: Three (3) of the four (4) aircraft in Red Cell had fighter attacks in the Las Vegas area. It is believed that the same F-86D attacked all three (3) of the B-47 aircraft. Number two aircraft in Red Cell encountered one (1) F-94 in the Rapid City area.

White Cell: White Cell encountered fighter in the Las Vegas area. Although reported by two (2) aircraft as two (2) F-86D aircraft, it is believed attacks were made by one (1) F-86D type aircraft.

Blue Cell: The last aircraft in Blue Cell received fighter attacks over Las Vegas. One (1) F-86D made two (2) passes on Rocky 57.

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FLASH REPORT

OPERATION MELON RIND "COCA"

BOMBARDMENT/NAVIGATION

1. The final night of the graduation mission was culminated with a bombing CEA of 5191' and a night celestial CEA of 12.2NM (estimated). This makes the Wing completed graduation CEA 3179' ; the Wing CEP was 1575' ; the Wing CEA without the Gross Error was 1974' ; The night celestial CEA (estimated) 15.65NM; and the reliability factor 80.95%.
2. Major Ouderkirk experienced no radar malfunction and successfully completed the mission.
3. Captain Brooks had major radar malfunctions and aborted the target at Denver, but continued the mission to complete the navigation requirements.
4. Captain Crooks claimed radar malfunction, but the review of the film showed his gross error to be due to observer error in the use of offset. The observer was briefed to start the run direct with offset out on the primary target. Instead he started his run with offset in on the primary target; this means that he has displaced himself approximately 25,000' to the N and W of his actual AP. The crew went on to complete their mission with a night celestial CE of 27NM (est.).
5. Captain Darden had a successful mission, completing all requirements.
6. Major Kohlscheen had an observer error, resulting in a CE at Denver of 4350' . The error was in altitude computation where the observer added instead of subtracting his correction. The balance of the mission in navigation was estimated as well under the tolerance acceptable.
7. Captain Bowling completed his mission with very satisfactory results.
8. Captain Morrison completed his mission with very satisfactory results.
9. Captain Hoover had a radar abort over the target, but continued to complete his navigation requirements.
10. Captain Mann had fair results in the completion of his mission.
11. Major Hull completed the mission with very satisfactory results.

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FLASH REPORT

OPERATION MELON RIND "COCA"

1. Operations Order and Flimsy: Rated as very good by crews. Flimsy should be adopted as standard format for future missions.
2. KC-97's: Twelve (12) aircraft scheduled. Ten (10) primary tankers and two (2) airborne spares. Twelve (12) aircraft off on time. One (1) primary tanker in second flite air aborted due to hydraulic system.
3. Refueling: Cell receivers on-loaded 40,000# or better. One (1) receiver (Kohlscheen) did not receive successfully due to not reaching 165,000 minimum gross weight. This aircraft lost elevator-rudder power control prior to refueling. Refueling time extended to difficulty in staying on boom at heavy weight.

Average transfer was 42,901 pounds.

Average transfer time was 20 minutes.

4. Rendezvous: Three (3) successful rendezvous were accomplished - APN/12-76 type.
5. B-47's: Ten (10) aircraft scheduled; ten (10) aircraft airborne. Eight (8) aircraft on time. Two (2) aircraft late (one (1) aircraft late one (1) minute and one (1) aircraft late three (3) minutes), due to abort of two (2) aircraft in second cell. These aircraft rescheduled for last cell.
6. Air Aborts: Two (2) aircraft (HOOover and Brooks) air aborted over target due to radar inoperative.
7. Cell Tactics: All ten (10) crews accomplished cell tactics and station keeping.

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BOMBING AND NAVIGATION

MELON RIND - BRAVO

Of the total number of aircraft scheduled we had 9 to make the target with a wing CEA of 1704' and an 88.8% reliability factor. These figures in conjunction with our first night's operation give us a CEA for 14 runs of 1945' and a reliability factor of 81.9%. Two of our aircraft aborted for radar and one aircraft lost an engine.

Captain Leslie had very satisfactory results throughout his entire mission even though he experienced numerous radar malfunctions which he readily fixed.

Lt. Anthony experienced no difficulty on his mission and had good overall results.

Captain Crorey accomplished satisfactory results although he had some radar difficulty and was unable to use his periscopic sextant in completing his night celestial.

Captain Hayes had no malfunctions on his mission which effected his results, but had difficulty synchronizing on the target. His overall results were within the reliability limits and he flew the route as briefed.

Lt. Johnson had excellent results throughout his entire mission and experienced no equipment difficulties.

Lt. Hudkins had excellent results throughout his mission, except he experienced radar (minor) malfunctions which he fixed enabling him to get very satisfactory results over the target.

Captain Hesse was unable to measure his altitude properly which resulted in poor bombing accuracy. Possibly an error in judgement was experienced here whereby his operator failed to accept the weather D factor for altitude compensation and used his radar measurement. This was done because he elected to trust the radar which he was very familiar from previous use.

Lt. Hill had very satisfactory results throughout his mission even though he experienced major radar difficulty on his bomb run.

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FLASH REPORT

MELON RIND - BRAVO

OPERATIONS ORDER & FLIMSY - Rated by all crews as very good. Material furnished adequate. Flimsy format good. Crews rated mission as very good.

KC-97's - Eleven primary tankers scheduled. Twelve primary tankers airborne. Extra tanker put up when extra receiver was attached to Blue Flight. All twelve tankers plus airborne spare off on time. One primary tanker air aborted in Blue Flight. Tanker from White Flight sent to Blue Flight as spare when receiver aborted. All receivers were refueled except Darden.

B-47's - Eleven aircraft scheduled. Twelve aircraft airborne. Extra aircraft (1 ground spare) attached to Blue Flight when Darden in White Flight air aborted due to engine failure. All aircraft off on time.

TAKE-OFF PROCEDURE - Take-off procedure worked very well. All crews reported they had approximately 45 seconds for stabilization of EGT after line up for take-off. Turn after one minutes after take-off sufficient to allow for getting flaps up and aircraft cleaned up prior to turn on course.

AIR ABORTS - Three B-47's air aborted. Darden due to engine failure. Morrison due to K System; cross hairs would not move North or South. Hoover due to PDI out.

RENDEZVOUS - Three accomplished APN/12-76 rendezvous successfully. No cells overran tankers in descent. First cell botomed out about 15 miles behind tankers. Other cells very good. No long chase.

REFUELING - All receivers except Darden (air abort) received better than 40,000 pounds and reached gross weight of 165,000 pounds. All receivers reported very good refueling. Average transfer was 43,067 pounds. Average transfer time was 16.6 minutes.

CELL TACTICS - Eleven crews accomplished cell tactics. Darden air aborted just after join up.

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BOMBING AND NAVIGATION

OPERATION MELON RIND "ALFA" - 6 OCTOBER 1955

1. All observers experienced difficulty on this mission due to highly variable winds and jet stream activity over the entire route. Two (2) of the observers had radar malfunctions but elected to make their bomb runs anyway.
2. Captain Eiland flew his mission and obtained very satisfactory results, experiencing no equipment malfunctions.
3. Lt Allen had radar malfunction of a double VRM but elected to make his bomb run anyway. This is always an abort condition as there is no way of telling which is the correct VRM. His navigation results were satisfactory.
4. Captain Moore experienced no equipment difficulties and flew his mission with very satisfactory results.
5. Captain Schwartz developed radar malfunction after starting his bomb run, which resulted in a gross error. He was unable to integrate wind conditions into his radar, due probably to azimuth computer malfunction, and ended up with a wind which did not compare with the successful operators. This malfunction will be checked by A&E. He had very satisfactory navigation results, making both control times on time.
6. Captain Gronberg had very satisfactory results both in bombing and navigation, experiencing no equipment malfunction.
7. The Wing Reliability Factor is 75% for this phase, with five (5) ships over the target; one (1) gross error and one (1) unscored. The Wing CEA is 2492.

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OPERATION "SUN" - "LFA" - 6 SEP 1976

1. KC-97: Nine (9) scheduled, nine (9) airborne; eight (8) primary tankers scheduled, plus one (1) airborne spare. All off late. First cell delayed approximately eight (8) minutes due to ARCC and Lincoln Approach Control. Second cell one (1) minute late. Local IFR traffic caused some of the delay. Wash out instructions as approved by Kansas City ARCC were not issued by tower. Two (2) primary tankers ground aborted, required use of ground spares.
2. B-47: Eight (8) scheduled, seven (7) airborne. Eight (8) primary B-47's scheduled. Three (3) aircraft of first cell off on time. First cell late due to delay of tankers at climb out clearance. One (1) primary (Major Hull) ground aborted in first cell, replaced by Captain Wheeler, ground spare. Two (2) primary (Sullivan and Baker) ground aborted; only one (1) ground spare (Peckles) available.
3. Air Shorts: Two (2) air alerts. Difford, due to radar, and Wheeler, radar and rudder elevator power control inoperative.
4. Cell Tactics: Six (6) crews of seven (7) airborne accomplished cell tactics. All join-ups were on top after level off. Join-up delayed in first cell due to delay between aircraft on take-off.
5. Refueling: Six (6) aircraft on-loaded better than 44,000 pounds and reached receiver gross weight of 1-5,000 pounds or better. One (1) aircraft unable to refuel due to power controls out on rudder and elevator and turbulence. Average transfer - 44,300, average transfer time - 22 minutes.
6. Rendezvous: Two (2) rendezvous accomplished. Combination ARN 12/76 and ARN/11-23 rendezvous on first cell. Tanker failed to get receiver in stern chase soon enough. Too large corrections at close range. Both receiver calls tended to overshoot tankers. Both cell leaders stated that descent range seemed too close.

3 cc 307C
 1 cc 307DM
 1 cc 307AM
 1 cc 307DO

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Marshall D. Kurb
 2nd LT, USAF

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4 September 1955

1955-1956 WEST PACIFIC AIRCRAFT

DATES: 5, 6, 7 October 1955

NO. AIRCRAFT: Twenty-four (24) total.

GROUPS IN: Eight (8) aircraft each day.

CELLS: Two (2) cells of four (4) each day.

TIME-OFF: Take-off one (1) hour between cells and one (1) minute
between aircraft within cells.

T.O. 1st Cell - 1930Z

2nd Cell - 2030Z

AIR REFUELING: Off load - 42,000

Minimum Gross - 164, 200

Altitude - 15K (I.A.)

End Refuel - 1st Cell - 2209Z

2nd Cell - 2309Z

CELL BREAK-UP: At end of refueling. Aircraft break-up to establish
15 minute separation and 7000' vertical separation
(34M and 34M NML).

SCENARIO: Controlled RTA at Sioux Falls, South Dakota

Altitude: Alternately (PA) 34M and 34M

Target: Target D, "Delta".

2B type with Lowry AFB new hangar as offset

IP - Sterling

Pre-IP - Lake McCaughy

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ABC Timing: First Call.

1st Acft - 0130Z

4th Acft - 0321Z

Second Call.

1st Acft - 0406Z

4th Acft - 0512Z

ABC Timing: Starting at 0100Z, 0400Z and ending at 0600Z.

Total length - 524 N.M.

Time - 2 hours, 09 minutes

Turn - 33 degrees

1. ABC: Shortest Mission.

9 hours, 12 minutes. Fuel reserve - 24,850 lbs

Longest Mission.

10 hours, 07 minutes. Fuel reserve - 17,150 lbs

ABC Timing: All danger areas are avoided with exception of C-100

at Rapid City, South Dakota, with whom special reservation will be made.

Emergency Landing Areas (ELAs):

Jacky Hill

Michita

Roswell

Lincoln

Ellsworth

Mountain Home

Fixed Refueling Alternates:

Lincoln AFB - Reserve 40,000 lbs

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Weather Alternates:

Rocky Hill AFB - Reserve 16,150

Forbes AFB - Reserve 15,150

Godalla AFB - Reserve 14,450

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Marshall Skush
MARSHALL E. KUSHNER
2ND LT, USAF

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14. RECEIVED - RECEIVED - RECEIVED:

- a. A CHARTERED AIRCRAFT WAS ON 12-76.
- b. A CHARTERED AIRCRAFT WAS ON 12-76.
- c. A CHARTERED AIRCRAFT WAS ON 12-76.

15. RECEIVED - RECEIVED - RECEIVED:

- a. A CHARTERED AIRCRAFT WAS ON 12-76.
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- c. A CHARTERED AIRCRAFT WAS ON 12-76.

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HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

307C

November 1955

SUBJECT: PART V Wing Commander's Remarks 1 - 31 October
(RCS: 3-SAC-TL)

Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

A. Hours flown performing missions ordered by:

(1) Higher Headquarters:

<u>Commitment</u>	<u>Hours Programmed</u>	<u>Hours Accomplished</u>
(a) Test of Facilities (BAF Ops Order# 135-95)	10:30	13:00
(b) Wing Graduation Mission (BAF Ops Order 137-99)	240:00	275:25
(c) Ferrying Aircraft	00:00	5:45
Total	250:30	294:10

1. Reference commitment (a) aircraft flew additional time at request of facility.
2. Reference commitment (b) Pre IP aborts which flew mission later added to the total time accomplished.
3. Reference commitment (c), this requirement develops as drag angle cracks are discovered and is not programmed.

(2) Eighth Air Force Training Priorities:

<u>Priority</u>	<u>Commitment</u>	<u>Hours Programmed</u>	<u>Hours Accomplished</u>
1	AFR 60-2 Requirements	Concurrent with other flying	
2	Protect "HI Jink"	90:00	48:25
3	Graduation Exercise	240:00	275:25
4	Operation "Grainfield"	10:30	13:00

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7000, 10, 1000 BOMB, 1, 1000 Bomb (N), 1 - 1000 Bomb
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Priority	Assignment	Hours	Hours
		Planned	Accomplished
1	Non-ready crew training	123:00	123:00
2	Ready crew training	672:00	681:00
3	Swarming Aircraft	00:00	5:00
	TOTAL	1218:00	1218:00

Reference Priority 1 and 6 above reflect the emphasis being placed on training non-ready crews, the reduced flying hour program, and use of instructor personnel with non-ready crews.

6. Weather and Local Conditions: Not a factor.

7. Restrictive Directives:

(1) TO 1-B 7-605, 20 September 54, drag angle modification, 14, 1000 Bomb.

8. What Crew Member Gained and Lost:

(1) Crew Members Gained:

(a) Three aircraft commanders, one assigned from 98th Bomb Wing, two (2) PCS from other stations.

(b) Three (3) co-pilots, one (1) assigned from 98th Bomb Wing, two (2) PCS from other station to filler status.

(c) Two (1) observers, one (1) assigned from 98th Bomb Wing.

(2) Crew Members Lost:

(a) Two (2) Aircraft Commanders, one (1) removed from flying status, one (1) transferred to the 98th Bomb Wing.

(b) One (1) co-pilot transferred to the 98th Bomb Wing.

(c) Two (2) observers, one (1) transferred to the 98th Bomb Wing, one (1) assigned to Wing Staff.

9. Crew Member Status:

(1) Two (2) observers; 1000 Bomb.

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1st Lt. 310th BOMBING, 307th Bomb Wing (M). - 10 October

Reg. (M), 307th, Sub: Part V, Wing Comdr's Remarks (RHS: 3-SAC-T12)

f. New Crews

- (1) IN10 - 15 Oct 1955.
- (2) IN15 - 15 Oct 1955.
- (3) IN16 - 3 Oct 1955.

g. Crew Status Changes

- (1) Crew N07 disbanded 15 October 1955, crew transferred to 98th Bomb Wing.
- (2) Crew IN14 disbanded 7 October 1955, Aircraft Commander removed from flying status. Observer assigned to crew IN14.
- (3) Crew IN32 to N32, Aircraft Commander and Co-pilot previously completed SAC Rer 51-19 training, Observer completed coordination flight week training under SAC Rer 50-43.
- (4) Crew N39 to IN39 in October AIB replaced by unqualified AIB.
- (5) Number of Non-ready Crews assigned - 20
- (6) Number of ready crews assigned - 23
- (7) Non-ready crew number and projected date of upgrading:

<u>Crew No.</u>	<u>Date</u>	<u>Crew No.</u>	<u>Date</u>
N09	31 Jan	N40	31 Dec
N10	31 Dec	IN41	31 Mar 56
N11	31 Dec	IN42	30 Apr 56
IN12	31 Mar 56	IN43	30 Apr 56
IN13	31 Mar 56	N64	30 Nov
IN14	31 Mar 56	N65	30 Nov
IN15	31 Mar 56	N68	30 Nov
IN16	30 Apr 56	IN72	28 Feb 56
N32	31 Jan 56	IN73	31 Mar 56
IN39	31 Jan 56	IN74	15 Apr 56

(a) Reasons for changes in above dates:

- 1. N09 - co-pilot was replaced.
- 2. N10, N11, N40, N39 - reduced rate of training due to reduced flying program.

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370th, 371st, 372nd BOMBERS, 307th Bomb Wing (M), -- 11 October

Hq (M), 307C, Subj: Part V, Wing Comd: Remarks (RCS: 2-SAC-T12)

1. R32 - new observer commenced training during October.

2. R33 - Observer replaced with an unqualified observer 11 October 1945.

3. R34 - Observer replaced with an unqualified observer 11 October 1945.

(F) Ready Crews assigned and projected date of upgrading:

Crew	Date	Crew	Date
R31	1 Jan 46	R37	See Below
R32	See Below	R38	See Below
R33	See Below	R39	1 Jan 46
R34	See Below	R40	See Below
R35	See Below	R41	See Below
R36	See Below	R42	See Below
R37	See Below	R43	See Below
R38	See Below	R44	See Below
R39	1 Jan 46	R45	See Below
R40	See Below	R46	See Below
R41	See Below	R47	See Below
R42	See Below	R48	See Below
R43	See Below	R49	See Below
R44	See Below	R50	See Below
R45	See Below	R51	See Below
R46	See Below		

NOTE: Eleven (11) additional crew will be upgraded to lead status by 1 April. Exact crew numbers are dependent on progress of individual crews.

h. Standardization Crews:

(1) Wing Standardization Crew: R30.

(2) Squadron Standardization Crews:

(a) 370th Bomb Squadron: R31.

(b) 371st Bomb Squadron: R34. Crew not qualified in accordance with SAC Reg 60-7, administrative duties only.

(c) 372nd Bomb Squadron: R40.

i. Material and Personnel Problems:

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(1) Airman Manning.

(a) As of 31 October 55, 1382 airmen were assigned to the Wing against an authorization of 1415 airmen, or 95.6%. Of the 1382 airmen assigned, 990 are effective, or 69.4%.

(b) Specific soft spots not previously reported exist in the following areas:

1. Intelligence (20 Career Field): We are authorized 14 Intelligence Specialists. Eight (8) of the 14 authorized are for seven level supervisors. However, only three (3) are assigned. Two (2) of the three (3) seven level supervisors are due for reassignment within the following sixty days, one (1) to Hq USAF, the other to an overseas installation. This will leave this Wing with an assigned strength of one (1) seven level Intelligence Specialist. In the event this Wing was called upon to carry out the Intelligence Section of its EMP, this could result in a critical situation in this area.
2. Air Transportation (60.70): We are authorized nine specialists at the seven skill level and have only three assigned, or 33-1/3% effective.

(2) Officer Manning.

(a) As of 31 October 1955, 338 officers were assigned to the Wing against an authorization of 429. Our body and effective manning are 78.8% and 78.3% respectively. In addition to the critical soft spot areas previously reported, one that bears repetition is in the Supply career field. We are authorized nine (9) supply officers (6420) and presently have seven (7) assigned. The Supply Officer in the Periodic Maintenance Squadron is scheduled for separation in 30 days. This will leave the 372nd Bomb Squadron, 307th Air Refueling Squadron and 307th Periodic Maintenance Squadron without Supply Officers. To date, crew members have been utilized in the tactical squadrons to administer their supply accounts, however, experience has proven that these men do not possess the professional qualifications to handle the accounts due to their flying training commitments. Request every effort be exerted to obtain support in this area, where supply officers and airmen personnel are at an unsatisfactory manning level.

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340th, 371st, 372nd BOMBGRN, 307th Bomb Wing (M), - 11 October

Hq, 307C, Subj: Part V, Wing Comdr, Remarks (RCS: 3-SAC-T12)

3. SAC Minimum Training Requirements: This wing is not training under the provisions of SAC Reg 51-19.

4. Non-ready Crews capable of Deploying:

W-9	N40
N10	N41
N12	N45
N13	N48

5. Non-ready crew training:

- (1) Comparison of available ready and non-ready crew flying time.

<u>Crew Available</u>	<u>Avg Hours Programmed</u>	<u>Avg Hours Flown</u>
23 Ready Crew	28	25:30
9 Non-ready crews	15	25:45

- (2) The following crews failed to fly the average programmed time for the reasons indicated:

- (a) Crew N10, AC Beaver. Programmed 25:00, accomplished 10:00; crew on leave 15 - 30 October.
- (b) Crew N41, AC Dodge. Programmed 25:00, accomplished 14:00. Observer was DNIP for five (5) days; in addition, crew had two (2) ground aborts.
- (c) Crew IN39, AC Hoffman. Programmed 25:00, accomplished 12:00. Observer was replaced with an unqualified Observer, 14 October 1955, who required ground training under SAC Regulation 51-19.

m. Deleted.

n. Field Training Operations:

- (1) Test of Facilities - None.
- (2) Maneuvers - None.
- (3) Exercise - None.

o. Special Training Month Remarks: Not applicable.

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370th, 371st, 372nd BOMBERS, 307th Bomb Wing (W), - 11 October

En 1704 (W), 307th, Subj: Part V, Wing Comdr's remarks (Ref: 3-SAC-T12)

p. Comments or Recommendations of the Wing Commander:

- (1) During 10-11 October this Wing flew a graduation mission using all CA combat ready crews. This mission has been reported separately on SAC Form 278.
- (2) This wing flew a reduced flying hour program in an attempt to allow maintenance activities to accomplish essential training and back logged maintenance. This reduced program will continue through November.

Louis G. Thrup
LOUIS G. THURUP
Colonel, USAF
Commander

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

3070

5 December 1955

SUBJECT: PART V: Wing Commander's Remarks 1 - 30 November
(RCS: 3-3AC-T13)

TO: Commander
Eighth Air Force
Wentover Air Force Base
Massachusetts

a. Hours Flown performing missions ordered by:

(1) Higher Headquarters:

<u>Commitment</u>	<u>Hours Programmed</u>	<u>Hours Accomplished</u>
(a) Grainfield	36:00	29:10
(b) Hi Jinks	42:00	11:35
(c) Honest John	85:00	70:25
(d) Ferry	<u>20:00</u>	<u>21:20</u>
TOTAL	183:00	134:30

1. Reference commitment (a) 3 missions lost by 12:00 hours at Laboratories due to weather (4 Nov). Missions flown were longer than planned due to adverse winds.
2. Reference commitment (b) One mission lost because of fuel leak. Three missions lost due to aircraft not ready on schedule due to maintenance.
3. Reference commitment (c) Three scheduled missions lost to maintenance. One excessive EGT, 29 Nov; Two to fuel leaks, 25 Nov and 18 Nov.
4. Reference commitment (d), Hours programmed are estimated. Overage due to more cracks developing in Drag Angle.

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370th, 371st, 372nd BOMBERS, 307th Bomb Wing (M), 1 - 30 November
Hq 307BW (M), 307C Subj: Part V, Wing Comdr's Remarks (RCS:3-SAC-T12)

(2) Eighth Air Force Training Priorities:

Priority Commitment	Hours Programmed	Hours Accomplished
1. AFR 60-2 Requirements	Concurrent	with other flying
2. Project "Hi Jink"	42:00	11:35
3. Operations Honest John	85:00	70:25
4. Non-ready crew training	324:00	259:35
5. Ready Crew Training	<u>460:00</u>	<u>124:00</u>
Sub-Total	911:00	465:35
TEST	45:00	21:00
TOTAL	956:00	486:35

b. Weather and Local Conditions: One mission lost due to weather. (Grainfield on 4 Nov.).

c. Restrictive Directives:

(1) TO 1-B47-605, 20 September 54, Drag Angle Modification.

d. Combat Crew Member Gains and Losses:

(1) Crew Members Gained: Negative

(2) Crew Members Lost:

(a) One (1) co-pilot PCS ACE School.

e. Crew Member Changes:

(1) Two (2) co-pilots: NO9 Capt Hanger to Filler
NO9 Lt. Spiller from Filler to NO9

(2) Two (2) Observers: IN16 Lt. Ondracek to Filler
IN16 Lt. Timmons from Filler to IN16

f. New Crews: Negative

g. Crew Status Changes:

(1) Number of Non-ready crews assigned - 20

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370th, 371st, 372nd BOMBGRN, 307th Bomb Wing (M), 1 - 30 November
 Hq 307BW (M), 307C Subj: Part V, Wing Comdr's Remarks (RGS:3-SAC-T12)

(2) Number of Ready crews assigned - 23

(3) Non-ready crews and projected date of upgrading:

Crew No.	Date	Crew No.	Date
NO9	20 Feb 56	N40	31 Dec 55
N10	13 Jan 56	IN41	29 Apr 56
N11	13 Jan 56	IN42	30 Apr 56
IN12	29 Apr 56	IN43	13 May 56
IN13	29 Apr 56	N64	17 Mar 56
IN14	14 May 56	N65	31 Dec 55
IN15	14 May 56	N68	31 Dec 55
IN16	30 Apr 56	IN72	30 Apr 56
N32	17 Feb 56	IN73	30 Apr 56
IN39	17 Feb 56	IN74	23 May 56

(a) Reasons for changes in above dates:

1. NO9 - *
2. N10 - *
3. N11 - *
4. IN12, IN13 - *
5. IN14, IN15 - *
6. N32, IN39 - *
7. IN41 - *
8. IN43 - *
9. N64 - Unsatisfactory progress by observer, crew change, (CP to Instrument School) and revised estimate based on our capability to support this program in consonance with the sorties and hours forecast on our December F-1 Report.
10. N65 - Slow progress due to excessive number of aborts.
11. N68 - Nonavailability of aircraft due to support of Higher Headquarters missions, 2 aborts for maintenance and one abort for weather.

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370th, 371st, 372nd BOMRON, 307th Bomb Wing (M), 1 - 30 November
Hq 307BW (M), 307C Subj: Part V, Wing Comdr's Remarks (RCS:3-SAC-T12)

12. IN72, IN73 - *

13. IN74 - *

* Revised estimate based on our capability to support this program in consonance with the sorties and hours forecast on our December F-1 Report.

- (8) Ready crews assigned and projected date of upgrading to Lead Status:

Crew	Date	Crew	Date
R01	1 Feb 56	R37	**
R02	**	R38	**
R03	**	R60	1 Feb 56
R04	**	R61	**
R05	**	R62	**
R06	**	R66	**
R08	**	R67	**
R30	1 Feb 56	R69	**
R31	**	R70	**
R33	**	R71	**
R34	**		
R35	**		
R36	**		

** Eleven (11) of these crews will be upgraded to Lead Status by 1 April 1956. Exact crew numbers are dependent on progress of individual crews.

h. Standardization Crews:

- (1) Wing Standardization Crew: R30.
- (2) Squadron Standardization Crews:
 - (a) 370th Bomb Squadron: R01.
 - (b) 371st Bomb Squadron: R34. Crew not qualified in accordance with SAC Reg 60-7, administrative duties only.
 - (c) 372nd Bomb Squadron: R60.

i. Materiel and Personnel Problems:

- (1) Airman Manning.

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370th, 371st, 372nd BOMBGRN, 307th Bomb Wing (M), 1 - 30 November
Hq 307BW (M), 307C Subj: Part V, Wing Comdr's Remarks (RCS:3-SAC-T12)

- (a) As of 30 November 1955, 1427 airmen were assigned to the Wing against an authorization of 1615 airmen, or 88.3%. Of the 1427 airmen assigned, 1057 are effective, or 65.4%.

(2) Officers Manning.

- (a) As of 30 November 1955, 336 officers were assigned to the Wing against an authorization of 429. Our body and effective manning are 78.3% and 77.6% respectively.

j. SAC Minimum Training Requirements: This wing is not training under the provisions of SAC Reg 50-8.

k. Non-ready crews capable of deploying:

NO9	N40
N10	N64
N11	N65
N32	N68

l. Non-ready crew training:

- (1) Comparison of available ready and non-ready crew flying time:

	Avg Hours Programmed	Avg Hours Flown
Crews Available		
23 Ready Crews	20:00	11:00
9 Non-ready crews	36:00	26:00

- (2) The following crews failed to fly the average programmed time for the reasons indicated:

- (a) Crew NO9, AC Chappelle. Programmed 36:00, accomplished 15:00; series of aborts and Maintenance cancellation.
- (b) Crew N11, AC Biggs. Programmed 36:00, accomplished 24:00; cancellation and Higher priority for other missions.
- (c) Crew N40, AC Guy. Programmed 36:00, accomplished 19:00; aborts, cancellation and aircraft availability.
- (d) Crew N64, AC Dodge. Programmed 36:00, accomplished 9:00; cancellation due to fuel leak and excessive maintenance also lack of priority due to missions directed by Higher Headquarters.

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370th, 371st, 372nd BOMRON, 307th Bomb Wing (M), 1 - 30 November
Hq 307BW (M), 307C Subj. Part V, Wing Comdr's Remarks (RCS:3-SAC-T12)

- (e) Crew N65, AC Boudreaux. Programmed 36:00 accomplished 6:00; cancellation due to fuel leak and excessive maintenance also lack of priority due to missions directed by Higher Headquarters.
- (f) Crew N68, AC Phillips. Programmed 36:00 accomplished 25:00; cancellation due to fuel leak and excessive maintenance also lack of priority due to missions directed by Higher Headquarters.

m. Deleted.

n. Field Training Operations:

- (1) Test of Facilities - None.
- (2) Maneuvers - None.
- (3) Exercise - None.

o. Special Training Month Remarks: Not Applicable

p. Comments or Recommendations of the Wing Commander: The most pressing problem of this Wing is the aircraft out of commission due to fuel leaks, K-Systems discrepancies and excessive delays in periodic inspections. Aggressive action is being taken to alleviate this situation. Personnel from OCAMA are giving much needed assistance in this field. Definite improvement is expected. Certain personnel changes designed to strengthen our maintenance organization have been made. Even though the production of flying hours is expected to show improvement as a result of the actions referred to above, it is questionable that this Wing can meet the combat readiness date established by 8th Air Force Message ODTA 31370, 8 Nov 55 (CONFIDENTIAL), of 1 April 1956. During this period of time we will also be concerned with maintaining proficiency for ready and staff crews. This wing is conducting a formal study in this regard which will be presented to your headquarters for consideration in the near future.

Louis G. Thorup
LOUIS G THORUP
Colonel, USAF
Commander

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370th, 371st, 372nd BOMRON, 307th Bomb Wing (M), 1 - 30 November
 Hq 307BW (M), 307C Subj: Part V, Wing Comdr's Remarks (RCS:3-3aC-T12)

q. Special Report - "Hi Jinks".

a.	b.	c.	d.	e.	f.	g.	h.
RO1	Yes	Yes	0	3	0	0	30 Aug 55*
RO2	No	No	0	0	0	0	31 Jan 56
RO3	Yes	Yes	0	1	0	0	25 Oct 55
RO4	No	No	0	0	0	0	31 Jan 56
RO5	No	No	0	0	0	0	31 Jan 56
RO6	No	No	0	0	0	0	31 Jan 56
RO8	No	No	0	0	0	0	31 Jan 56
N11	Yes	Yes	1	1	0	0	3 Nov 55*
R30	Yes	Yes	0	2	0	0	30 Oct 55*
R31	No	No	0	0	0	0	31 Dec 55
R33	No	No	0	0	0	0	31 Dec 55
R34	No	No	0	0	0	0	31 Dec 55
R35	Yes	Yes	0	0	0	2	13 Oct 55*
R36	No	No	0	0	0	0	31 Jan 56
R37	No	No	0	0	0	0	31 Jan 56
R38	Yes	Yes	0	2	0	0	21 Oct 55*
R60	Yes	Yes	0	1	0	1	30 Aug 55
R61	Yes	Yes	0	1	0	1	24 Oct 55*
R62	No	No	0	0	0	0	1 Feb 56
N65	Yes	Yes	0	1	0	1	28 Oct 55*
R66	No	No	0	0	0	0	1 Feb 56
R67	Yes	Yes	0	1	0	1	21 Oct 55*
R69	Yes	Yes	1	1	1	1	4 Nov 55*
R70	Yes	Yes	1	1	1	1	14 Nov 55*
R71	No	No	0	0	0	0	1 Feb 56

a. Crew number
 b. Ground Check (yes or no)
 c. Air Check (yes or no)
 d. RBS runs for the reporting month
 e. RBS runs to date
 f. Camera attacks for the month
 g. Camera attacks to date
 h. Expected date or date of check-out

* Old System (Capt Marks)

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307C

5 January 1956

SUBJECT: PART VI: Wing Commander's Remarks 1 - 31 December
(RCS: 3-SAC-T12)

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

a. Hours flown performing missions ordered by:

(1) Higher Headquarters:

<u>Commitment</u>	<u>Hours Programmed</u>	<u>Hours Accomplished</u>
(a) 8AF Mission Ops Ord 140-55	117:00	97:20
(b) ARDC Test (8AF Ops Ord 135-55)	65:00	10:50
(c) Bomber Stream Mission (8AF Ops Ord 501-55)	0:00	50:20
(d) Springfield RBS (8AF Ops Ord 151-55)	0:00	23:55
Total	182:00	182:25

1. Reference commitment (a), 13 aircraft became airborne; four were cancelled due to weather, one due to a maintenance difficulty. Weather diverted all aircraft to alternates and time shown includes 16:30 returning aircraft from alternates.
2. Reference commitment (b), mission was cancelled on 2 December due to weather and on 6 December due to maintenance difficulty. It was cancelled 23 and 30 December by using agency.
3. Reference commitments (c) and (d), these were received subsequent to monthly planning meeting (60-9). (CONFIDENTIAL)

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370th, 371st, 372nd BOMRON, 307th Bomb Wing (M), 1 - 31 December
Hq 307th BW(M), 307C, Subj: Part VI, Wing Comdr's Remarks (RCS:3-SAC-TL2)

- (2) Eighth Air Force Air Training Priorities: None received;
the following tentative priorities were used:

<u>Priority</u>	<u>Commitment</u>	<u>Hours Programmed</u>	<u>Hours Accomplished</u>
1	AFR 60-2 Requirements	Concurrent with other flying	
2	Hi-Jinks Checkouts	40:00	13:50
3	8AF Mission OPOD 140-55	117:00	97:20
4	ARDC Test	65:00	10:50
5	Non-Ready Crew Training	287:00	232:30
6	Ready Crew Training	441:00	101:35
7	Other	65:00	59:30
X	Test and Ferry	<u>35:00</u>	<u>35:00</u>
	TOTAL	950:00	550:35

- (a) Total flying time of 550:35 represents 58% of programmed flying time.
- (b) Reference priority 2, Hi Jinks missions aborted due to maintenance difficulty.
- (c) Reference priorities 3 and 4, see commitments (a) and (b) in Part VIa(1) above.
- (d) Reference priority 5, this reflects general loss of flying hours due to maintenance difficulties.
- (e) Reference priority 6, when higher headquarters missions flown by R crews are added, this figure is 271, which is 62% or slightly above the average achieved on the flying program as a whole. (CONFIDENTIAL)

b. Weather or Local Conditions: Not a factor except as indicated under higher headquarters missions.

c. Restrictive Directives: Not a factor.

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370th, 371st, 372nd BOMBON, 307th Bomb Wing (M), 1 - 31 December
Hq 307BW (M), 307C Subj: Part VI, Wing Comdr's Remarks (RCS:3-SAC-T12)

d. Combat Crew Members Gains and Losses:

(1) Crew members gained:

(a) One (1) co-pilot assigned from overseas station and placed in filler status.

(2) Crew members lost: None.

e. Crew Member Changes:

(1) Two (2) co-pilots, IN crews.

f. New Crews: None.

g. Crew Status Changes:

(1) Status Changes:

(a) N10 to R10	31 Dec - Upgraded
(b) N11 to R11	31 Dec - Upgraded
(c) N40 to R40	30 Dec - Upgraded

(2) Non-ready crews assigned: 17

(3) Ready crews assigned: 26

(4) Forecast date of upgrading of non-ready crews:

<u>Crew</u>	<u>Date</u>	<u>Crew</u>	<u>Date</u>
N09	20 Feb	IN41	29 Apr
IN12	29 Apr	IN42	30 Apr
IN13	29 Apr	IN43	13 May
IN14	14 May	N64	17 Mar
IN15	14 May	N65	17 Feb
IN16	30 Apr	N68	15 Jan
N32	17 Feb	IN72	30 Apr
IN39	17 Feb	IN73	30 Apr
		IN74	26 May

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370th, 371st, 372nd BOMRON, 307th Bomb Wing (M), 1 - 31 December
Hq 307BW (M), 307C, Subj: PART VI, Wing Comdr's Remarks (RCS:3-SAC-T12)

(5) Forecast date of upgrading ready crews to Lead:

<u>Crew</u>	<u>Date</u>	<u>Crew</u>	<u>Date</u>
R01	1 Feb	R35	*
R02	*	R36	*
R03	*	R37	*
R04	*	R38	*
R05	*	R40	*
R06	*	R60	1 Feb
R08	*	R61	*
R10	*	R62	*
R11	*	R67	*
R30	1 Feb	R68	*
R31	*	R69	*
R33	*	R70	*
R34	*	R71	*

* A total of eleven (11) crews will be upgraded to Lead Status by 1 April. Exact crew numbers are dependent on the progress of individual crews. (CONFIDENTIAL)

(6) Explanation of changes in above dates:

N10 upgraded prior to 13 January.

N11 upgraded prior to 13 January.

N65, 17 February, date changed due to slow progress of this crew due to aborts and malfunctions. Crew flew only two (2) of a scheduled five (5) missions, for eleven (11) of a scheduled thirty-five (35) hours. Crew was on leave 1-10 December.

N68, 15 January, date changed. Crew started standardization as scheduled, but had a series of seven (7) aborts.

h. Standardization crews:

(1) Wing Standardization Crews: R30

(2) Squadron Standardization Crews:

(a) 370th BOMRON: R01

(b) 371st BOMRON: R34

(c) 372nd BOMRON: R60

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370th, 371st, 372nd BOMBWING, 307th Bomb Wing (M), 1 - 31 December
Hq 307BW (M), 307C, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAC-T12)

i. Materiel and Personnel Problems:

(1) Airman Manning.

(a) As of 31 December 1955 this Wing had 1414 airmen assigned with an authorization of 1615. This is 87.6%. Of the 1414 airmen assigned, 1064 are effective, or 65.8%.

(b) Specific soft spots exist in the following areas:

1. The First Sergeant of the 307th Field Maintenance Squadron has submitted an application for a Ground Observer Corps assignment. He is one of two first sergeants in the Wing, probably due to be reassigned. Both are expected to depart in early February leaving their squadrons without a First Sergeant. Past experience indicates that we will probably have to develop first sergeants from our own resources. If this is necessary, it will mean using two (3) seven level maintenance men.
2. Air Operations Specialists (27 Career Field). We are authorized nine (9) 27170s in the grade spread of six (6) Masters and three (3) Technical Sergeants. We presently have eight (8) airmen assigned and are scheduled to lose one (1) due to separation, 1 Feb 1956. The grade spread and skill level of the airmen assigned is as follows: one (1) MSgt at the seven skill level; two (2) TSgt at the seven skill level; one (1) Airman First Class at the 5 skill level; one (1) Airman Second Class at the 5 skill level; one (1) Airman Second Class at the 3 skill level; two (2) Airman Third Class at the 3 skill level. In accordance with instructions contained in Eighth Air Force message PLM 67532, dated 10 August 1955, Master and Technical Sergeants with extensive experience in the Operations Career Field should be assigned Control Room duty. The use of airmen in lower grades is not specifically prohibited, when in the Commander's opinion they possess requisite qualifications. Of the five (5) airmen assigned to the Wing Control Room, only three (3) have the qualifications for the type of duty as outlined in SAC Regulation 55-15 and aforementioned SAC message. In view of 818th Air Division's unsatisfactory effective manning

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370th, 371st, 372nd BOMRON, 307th Bomb Wing (M), 1 - 31 December
Hq 307BW (M), 307C, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAC-T12)

(52%) in this specialty, no support can be given from base personnel resources to increase our effective manning. (33-1/3%)

3. Aircraft Maintenance (43 Career Field). Our overall effective manning in this career field, 74% as of 31 December 1955. The effective manning of the Aircraft Jet Mechanics (431X1E) is 72%. While we do have an all out CJT Program in effect, it will take quite some time (approximately six (6) months) before the bulk of our three level personnel can be upgraded to the five skill level.

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>EFFECTIVE</u>
43141E	28	90	28
43151E	194	147	147
43171E	101	59	59
TOTAL	323	296	234

- (2) Officer Manning. As of 31 December 1955, 335 officers were assigned to the Wing against an authorization of 429, or 78.1%. Of the 335 assigned, 331 are effective, or 77.9%. Specific soft spots are as follows:

- (a) Armament and Electronics Officers: We are authorized ten (10) Armament and Electronics type officers and have five (5) assigned. With the reassignment of Captain Randall on 16 January to SAC Headquarters, we will have only four (4) assigned, or 40%. This is below Second, Eighth and Fifteenth Air Forces average.

<u>AUTHORIZED</u>	<u>ASSIGNED</u>
7 - 3234 (Armament Systems)	4 (with a projected less of 1 in Jan)
1 - 3216 (Armament Sys Staff)	1
1 - 32000 (Warrant Officer)	0
1 - 3054 (Air Electronics Off)	0

The minimum number of armament and Electronic type officers required to continue the operations of the Bomb Navigation components of the assigned aircraft is six (6). Request the assignment of two (2) 3234's immediately due to our urgent requirement.

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370th, 371st, 372nd BOMBWING, 307th Bomb Wing (M), 1 - 31 December
Hq 307BW(M), 307C, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAC-T12)

(b) Communications Officer. Lieutenant Little, Communications Officer, 307th Air Refueling Squadron, has been reassigned PCS, effective 1 January 1956. While we have requisitioned for a replacement for two (2) months, no input has been forecast for our Wing.

(c) Personnel Officers (7324). We are authorized eight (8) officers and one (1) Warrant Officer, or a total of nine (9). We presently have five (5) officers assigned and will lose two (2) officers in January 1956 (Lt Bowers to separation; Capt Jones to the Air University, PCS). This will leave us with three (3) out of nine (9) authorized, or 33-1/3%. It is believed that this will be below command wide average.

j. SAC Minimum Training Requirements: This Wing is not training under SAC Regulation 50-8.

k. Non-ready Crew Capable of Deploying:

N09	N65
N32	N68
N64	

l. Non-ready Crew Trainings:

(1) Comparison of ready and non-ready crew flying time:

<u>Crews Available</u>		<u>Avg Hours Programmed</u>	<u>Avg Hours Flown</u>
Ready	23	19:10	11:55
Non-ready	20	14:15	11:35

(2) These non-ready crews that did not complete a proportionate share of required integral crew flying time were IN crews recently returned from Wichita, and in ground school.

m. Deleted.

n. Field Training Exercises: None.

o. Special Training months Remarks: Not applicable.

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370th, 371st, 372nd BOMRON, 307th Bomb Wing (M), 1 - 31 December
Hq 307BW(M), 307C, Subj: Part VI, Wing Comdr's Remarks (RCS:3-SAC-T12)

p. Comments or Recommendations of the Wing Commander: The timing of the receipt of our additional crews from ATRC Advanced Flying School at Wichita, plus the time required to complete Advanced Survival training and other SAC Regulation 51-19 requirements, make the meeting of our readiness date questionable. A complete analysis of this problem has been forwarded to Eighth Air Force Headquarters as "A Study on Upgrading Crews to Combat Ready Status", Headquarters 307th Bomb Wing, 17 December 1955. During December this Wing averaged eleven (11) aircraft per day out of commission due to fuel cell leaks. Considerable assistance was received from the depot team during this period; however, this team departed 22 December. The magnitude of this problem is such that it over taxes the fuel cell repair capabilities of our Aero Repair Section. A request for additional depot assistance is indicated. During this month approximately one-third (1/3) of all B-47 flying time was utilized on higher headquarters commitments. This imposed a serious drain on our upgrading program.

q. Special Report: Hi Jinks.

	<u>a</u>	<u>b</u>	<u>c</u>	<u>d</u>	<u>e</u>	<u>f</u>	<u>g</u>	<u>h</u>
RO1	Yes	Yes	0	3	0	0	0	30 Aug 55
RO2	No	No	0	0	0	0	0	31 Jan 56
RO3	Yes	Yes	0	1	0	0	0	25 Oct 55
RO4	No	No	0	0	0	0	0	31 Jan 56
RO5	No	No	0	0	0	0	0	31 Jan 56
RO6	No	No	0	0	0	0	0	31 Jan 56
RO8	No	No	0	0	0	0	0	31 Jan 56
NO9	No	No	0	0	0	0	0	29 Feb 56
RL0	No	No	0	0	0	0	0	31 Jan 56
RL1	Yes	Yes	1	1	0	0	0	3 Nov 55
IN12	No	No	0	0	0	0	0	30 Apr 56
IN13	No	No	0	0	0	0	0	30 Apr 56
IN14	No	No	0	0	0	0	0	31 May 56
IN15	No	No	0	0	0	0	0	31 May 56
IN16	No	No	0	0	0	0	0	30 Apr 56
R30	Yes	Yes	0	2	0	0	0	30 Oct 55
R31	Yes	Yes	2	2	0	0	0	31 Dec 55
N32	No	No	0	0	0	0	0	29 Feb 55
R33	No	No	0	0	0	0	0	29 Feb 55
R34	No	No	0	0	0	0	0	29 Feb 55
R35	Yes	Yes	0	0	0	2	0	13 Oct 55
R36	No	No	0	0	0	0	0	31 Jan 56
R37	No	No	0	0	0	0	0	31 Jan 56
R38	Yes	Yes	0	2	0	0	0	21 Oct 56
IN39	No	No	0	0	0	0	0	29 Feb 56

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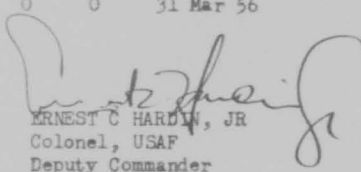
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370th, 371st, 372nd BOMBWING, 307th Bomb Wing (M), 1 - 31 December
 Hq 307BW(M), 307C, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAC-T12)

<u>a</u>	<u>b</u>	<u>c</u>	<u>d</u>	<u>e</u>	<u>f</u>	<u>g</u>	<u>h</u>
R40	No	No	0	0	0	0	31 Jan 56
IN41	No	No	0	0	0	0	30 Apr 56
IN42	No	No	0	0	0	0	30 Apr 56
R60	Yes	Yes	0	1	0	1	30 Aug 55
R61	Yes	Yes	0	1	0	1	24 Oct 55
R62	No	No	0	0	0	0	1 Feb 56
N64	No	No	0	0	0	0	31 Mar 56
N65	Yes	Yes	0	1	0	1	28 Oct 55
R66	No	No	0	0	0	0	1 Feb 56
R67	Yes	Yes	0	1	0	1	21 Oct 55
N68	No	No	0	0	0	0	29 Feb 55
R69	Yes	Yes	1	1	1	1	4 Nov 55
R70	Yes	Yes	1	1	1	1	14 Nov 55
R71	No	No	0	0	0	0	1 Feb 56
IN72	No	No	0	0	0	0	30 Apr 56
IN73	No	No	0	0	0	0	30 Apr 56
IN74	No	No	0	0	0	0	31 Mar 56


 ERNEST C. HARDIN, JR
 Colonel, USAF
 Deputy Commander

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 July 1955

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

AIR TRAINING REPORT FOR JULY 1955 (RCS: 4-SAC-T12)

PART IV: Wing Commander's Remarks

3 August 1955

1. The heavy higher headquarters commitments placed on this squadron, coupled with the support of the B-47 air refueling checkout program of this Wing, have seriously hampered training activity within the Squadron.

2. In addition to the sorties actually flown to provide the support required for a higher headquarters mission, there is the necessity of providing airborne and ground spares. While these can sometimes be utilized for other training on an opportunity basis, the uncertainty of their availability, coupled with problems of fuel loads, mission planning, crew rest, timing and so forth, precludes an effective planned utilization. Further, the crews and aircraft taken up for spares and strip alert purposes effectively reduce the number of sorties available on a planned maintenance basis.

3. Firm tanker commitments for July from higher headquarters were not available until after the month had started. In addition, sorties requirements were appreciably changed from 11 to 15 during the second day of a three day higher headquarters directed mission. This Wing, in an effort to publish schedules in time for effective planning of crew training, holds its monthly SAC Regulation 60-9 meeting approximately the 25th of each month. Commitments developed subsequent to that engender changes in published schedules.

4. The acute shortage of tanker sorties available to support the B-47 air refueling training program of the Wing, make maximum utilization of each sortie mandatory. To achieve this it was necessary to adjust the schedule each time there was an abort or malfunction of either tanker or receiver, or a change in tanker commitments. This frequent correction of schedules was not in desired compliance with the spirit of SAC Regulation 60-9 procedures, but was considered necessary to meet crew combat readiness dates.

5. It is recommended that special consideration be given tanker units supporting converting wings, particularly during the latter portion of the conversion, when air refueling training is in progress.

Louis G Thorup
LOUIS G THORUP
Colonel, USAF
Commander

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 July 1955

HEADQUARTERS
307TH AIR REFUELING SQUADRON
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

307ARS

3 August 1955

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCS: 4-SAC-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base
Lincoln, Nebraska

PART III: Squadron Commander's Remarks

- a. Hours flown on missions directed by higher headquarters:
 - (1) Support of ordered missions 252:45
 - (2) Strip Alert, 6 - 13 July
- b. Weather or local conditions: None.
- c. Restrictive Directives: None.
- d. Combat crew member gains or losses:
 - (1) Crew members gained: None.
 - (2) Crew members lost: 1 Navigator - Separated
1 boom operator - killed in accident
- e. Crew member changes: 8 observers
3 boom operators
- f. New crews: None.
- g. Crew status changes: None.
- h. Standardization Crew: T-01.
- i. Additional materiel and personnel problems: None.
- j. SAC Minimum Training Requirements not accomplished:

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 July 1955

- (1) Satisfactory progress has been made toward accomplishment of SAC Regulation 50-8 minimum training requirements with the exception rendezvous. Considerable difficulty has been encountered in accomplishing this requirement because of the support of higher headquarters directed missions on which only one tanker in the formation can accomplish a rendezvous. On Operation "Deep Rock" (23 sorties), no rendezvous could be accomplished because of the tactics employed. An attempt has been made to schedule tanker to tanker rendezvous; however, requirements for refueling tanker sorties have precluded this possibility. For the same reason the required number of pilot proficiency missions were not accomplished. The high number of short refueling sorties has somewhat compensated for the lack of pilot proficiency missions.
- k. Non-combat ready crews capable of deploying: One (1).
- l. Non-combat ready crew training:
 - (1) Non-combat ready crew flying time did not compare favorably with combat ready crew time. The requirements for ready crews on tanker sorties have precluded non-ready crew flying time. However, individual crew members on non-ready crews have flown considerably with instructors on ready crews on refueling sorties.
- m. Rescinded.
- n. Special training month remarks: Not applicable.
- o. Comments or recommendations of the Squadron Commander:
 - (1) Of 117 sorties flown during the month of July, only 26 were flown on squadron training for proficiency of combat ready crews and upgrading of non-ready crews. This small number of training sorties does not provide sufficient flying time for upgrading of non-ready crews and training for replacement crew members lost through discharge, low proficiency, etc..
 - (2) During the month of July this organization, despite many repeated attempts, was never able to fly missions in accordance with a 60-9 schedule. Requirements for refueling sorties were continually changing and were at times not known within the unit until the day of the requirement. This has resulted in confusion within the Squadron and maintenance organization. Twenty-one (21) ground spares for directed missions were prepared for flight and not used; i.e., aircraft prepared, crews briefed, clearances prepared, crews standing by. This activity is costly in manhours and is of minimum training value.

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1-31 July 1955

- (3) It is urgently recommended that tanker requirements be forwarded to this organization sufficiently in advance so that a firm 60-9 schedule may be developed. It is further requested that once a higher headquarters mission has been finalized, that no further changes be accepted, especially when the mission has been partially completed.

P. Additional Items:

- (1) Number of record grid navigation legs: 1 CEA 2.5 NM
(2) Number of record day celestial legs: 12 CEA 7.5 NM
(3) No restricted refuelings were reported.

E. D. THURLOW
Lt Col nel, USAF
Commander

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HEADQUARTERS
818TH AIR DIVISION
Lincoln Air Force Base
Lincoln, Nebraska

DIVISION COMMANDER'S REMARKS

PART V


AIR TRAINING REPORT FOR MONTH OF AUGUST

307th Bombardment Wing

(RCS: 4-SAC-T12)

1. Propeller defects, faulty throttle brackets and pulleys, local Bomber Stream training missions, and higher Headquarters directed missions had a serious effect upon the flying time produced and the training accomplished by this unit.

2. Crew upgrading requirements in this Squadron coupled with the sortie requirements needed in direct support of the readiness date of the 307th Bombardment Wing dictate that the entire resources of this Squadron be directed toward this goal. As a result, I strongly urge that consideration be given to the above mentioned position, in your allocation of refueling support requirements for special missions.


CLAUDE E PUTNAM
Brigadier General, USAF
Commander

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307th Air Refueling Sq., 307th Bomb Wing (H), 1-11, 1-12, 1-13, 1-14

HEADQUARTERS
307th AIR REFUELING WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

AIR TRAINING REPORT FOR AUGUST 1955 (RCS: SAC-T12)

PART IV: Wing Commander's Remarks

3 September 1955

1. Higher headquarters directed missions. (Including Wing Bomber Stream Training Missions) propeller defects, and faulty throttle brackets and pulleys were the prime reasons for under flying the scheduled hours for August.

2. The shortage of tanker sorties available to the Air Refueling Squadron for its own training seriously affected its mission. This problem was so acute in August that "progressive" instrument checks had to be given at the end of AR missions. Not only is it undesirable to spread a check over a long period of time, it also creates a scheduling problem.

3. Check out in crew positions scheduled for August was unsatisfactory. Low accomplishment in this activity was due to lack of sorties as a result of items listed in par 1, above.

4. A detailed explanation of all special training activities is given in our letter 307DOT. Subject: August Training for 307AMEFS (RCS: 2AP-T19).

5. A concerted effort was made to adhere to our TO-9 schedule for August. However, higher headquarters missions directed after publication of our schedule, additional sorties required by delayed receivers on higher headquarters missions and the TOC requirements on propellers and throttles made this extremely difficult and for the most part impossible.

6. Recent message from your headquarters indicated relief from higher headquarters missions during September 1955. It is recommended that this schedule remain firm.

Louis G. Thorp

LOUIS G. THORP
Colonel, USAF
Commander

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 August 1955

HEADQUARTERS
307TH AIR REFUELING SQUADRON
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

307ARS

3 September 1955

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCS: A-SAC-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base
Lincoln, Nebraska

PART III: Squadron Commander's Remarks

a. Hours flown on missions directed by higher headquarters:

(1) Operation "Knee Length"	31:40 hours
(2) Operation "Billy Club"	95:10 hours
(3) Operation "Second Out"	55:40 hours
(4) Ferrying Unit aircraft from OCAMA after IRAN Project	3:40 hours
Total	186:10 hours
(5) Strip Alert: 8 thru 14 & 20, 31 August 1955.	

b. Four hours (4:00) were lost due to thunder storm activity in the Refueling Area.

c. Restrictive directives issued by SAC and OCAMA effected our training from the 3rd of August thru the 31st of August 1955.

- (1) A directive issued from SAC Hq dated 3 Aug 55 (DM/CMPN 11-25 9139) pertaining to prop blade defects grounded three (3) of our aircraft the whole month and affected six (6) aircraft from a period of one to ten (10) days.
- (2) Another directive from OCAMA dated 20 Aug 55 OCAMA TAB-2-8-176-E grounded eight (8) aircraft from a period of three (3) days to fifteen (15) days on throttle brackets and pulleys that were cracked and worn.

d. Combat Crew member gains and losses:

- (1) Crew members gained:

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307th Air Refueling Sqn, 307th Bomb Wing (M), 1 - 31 August 1955
 307ARS, Subj: Sqn Comm's Remarks Refueling Air Tng Report (RCS: A-SAC-T12)

- (a) Two (2) Aircraft Commander & Two (2) Pilots.
- (b) Five (5) Radio Operators.
- (c) One (1) Boom Operator.
- (2) Crew Members lost:
 - (a) Two (2) Navigators, Transfer
 - (b) Five (5) Boom Operators, Discharge
 - (c) Two (2) Flight Engineers, Transfer & Reassigned to Maintenance.
- e. Crew Member changes:
 - (1) One (1) Aircraft Commander.
 - (2) One (1) Pilot.
 - (3) Two (2) Flight Engineers.
 - (4) Four (4) Boom Operators.
 - (5) One (1) Navigator.
- f. New Crews Formed:
 - (1) M-24 - 17 August 1955.
 - (2) M-25 - 17 August 1955.
- g. The following crew status changes were made during June:
 - (1) T-05 to M-05 - 18 August 1955, Engineer was physically disqualified to fly.
 - (2) T-15 disbanded, 15 August 1955, Aircraft Commander failure to upgrade and Navigator PCS transfer.
- h. The 307th Bomb Wing Air Refueling Standardization crew is T-01.
- i. Additional material and personnel problems:
 - (1) The maintenance section is having increased difficulty keeping up with the work load. This squadron is authorized 107 maintenance men and at present we have only ninety-one (91) personnel assigned. During the month of September we will lose an additional eight (8) men. It takes considerable time to train airmen to work on the KC-97 and it would be a great help to put men replacements on the job at least thirty (30) days before the experienced airmen are discharged. Check-out 51-19 of one (1) pilot to aircraft

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307th Air Refueling Sqn, 307th Bomb Wing (M), 1-31 August 1965
 307ARS, Subj: Sqn Comdr's Remarks Refueling Air Org Report (RCS: A-SAC-T12)

commander and two (2) Flight Engineers were not completed due to lack of aircraft for flying other than missions directed by higher Headquarters and Air Refueling support of the 307th Bomb Wing. During the month of August a total of 402:25 hours was flown, and an additional 17:10 hours for test flights. This squadron was scheduled for 560 hours and ninety four (94) sorties. In order to fly the 85 missions accomplished by this squadron, we scheduled 100 missions to cover the assignments directed by higher headquarters, this includes missions flown, ground spares, and ground aborts. Most of these missions were scheduled for four (4) hours or less. These short missions coupled with throttle-pulley bracket, and prop difficulty have been responsible for not accomplish the total flying time for the month.

j. 50-8 Accomplishments:

- (1) SAC 50-8 accomplishments were not scorable this month because this was a special training month.
- (2) 28 sorties were flown in support of higher Headquarters missions. An additional 48 sorties were flown in support of the 307th Bomb Wing Air Refueling Requirements.

k. Non-combat ready crews capable of deploying: M-05, M-23.

l. Non-combat ready crew training:

- (1) Crews M-24 and M-25 are TDY to West Palm Beach for initial check out.
- (2) Crew M-15 accomplished no flying time the first part of the month and was disbanded the 15th of the month.
- (3) The flight engineer on M-23 completed his 51-19 check and requires only a standard check to upgrade the crew.

m. Rescinded.

n. Special Training month remarks:

- (1) Boom Operators check out: Scheduled - 5, Accomplished - 1, 20%. Only one boom operator 51-19 check out due to reasons listed above. (i).
- (2) Navigation Requirements:

	<u>Scheduled</u>	<u>Accomplished</u>
Night Cell	8	4 (50%)
Day Cell	15	12 (70%)
Grid Leg	8	4 (50%)
Radar Leg	12	11 (90%)

One (1) navigator 51-19 check out complete.

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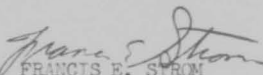
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307th Air Refueling Sqdn. 307th Air Refueling Sqdn. 31 August 1970
307ARS, Subj: Sqn Cdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12)

- (3) Radio Operators Check out: Schedules - 3, Accomplished - 1 (33%).
Only one (1) radio operator 51-19 check out.
- (4) Flight Engineer check out: Scheduled - 3, Accomplished - 0 (0%).
- (5) Pilot check out: Scheduled - 1, Accomplished - 0 (0%).
In general flying training accomplished was low due to remarks
in section (1) and Squadron Commander's section.

c. Comments of recommendations of Squadron Commander:

- (1) Of 85 sorties flown during the month of August only four (4) were flown on Squadron Training for proficiency and combat ready crews and upgrading of non-combat ready crews. This small number of training sorties does not provide sufficient flying time for upgrading of non-combat crews and training of replacement crew members.
- (2) During the month of August this organization was unable to fly missions in accordance with a 60-9 schedule. This results in considerable confusion both in operations and maintenance due to a day to day rescheduling of crews and aircraft.
- (3) It is highly recommended that future training directives include sufficient time for required upgrading of non-combat ready crews, replacement crew member, and proficiency of combat ready crews and special emphasis on the requirement of AFR 60-2 instrument checks.


FRANCIS E. STROM
Major, USAF
Acting Commander

502-C-0

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24 September 1955

MEMORANDUM
TO: COMBATTING WING (M)
Lambert Air Force Base
St. Louis, Missouri

AIR TRAINING REPORT FOR SEPTEMBER 1955 (RCS-1, SAC-T12)

PART IV: Wing Commander's Remarks

3 October 1955

1. The reduction of former headquarters requirements placed on this squadron enabled it to give better support to the B-47 training program of the Wing. A large portion of the time accomplished as ready area training was in support of this program.

2. The personnel strength of this squadron in support areas are representative of the generally reported shortages throughout the Wing.

3. While personnel and equipment shortages hampered adherence to a 100% allocation rate, we were able to maintain 100% of the quarterly allocation of KC-135 and within 1% of the KC-119 allocation.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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80TH AIR REFUELING WING (M) - 30 September 1955

80TH AIR REFUELING WING (M)
80TH RECONSTRUCTION WING (M)
Lincoln Air Force Base, Nebraska

NOTES

3 October 1955

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCD: A SAC Tip)

TO: Commander
80th Reconstruc Wng (M)
Lincoln Air Force Base
Lincoln, Nebraska

PART V Squadron Commander's Remarks

1. Hours flown on missions directed by higher headquarters:

	COMMITMENT	PROGRAMMED	ACCOMPLISHED
a. Administrative flight to Seattle		0:00	14:30
b. Operation "Jolly Club"		24:00	34:40
	TOTAL	24:00	49:10

(1) Reference Commitment:

(a) The commitment for ferrying flight crews to Seattle was not received until latter part of September, as the Air Training program was established prior to the first of the month, so was programmed for this item.

(b) Due to weather in the refueling area flight plan had to be extended. One additional aircraft was dispatched on orders from Task Force Commander.

2. Eight Air Force Training Priorities:

PRIORITY	COMMITMENT	PROGRAMMED	ACCOMPLISHED
1. Air Force Regulation 60-2		0:00	0:00
2. Operation "Jolly Club"		24:00	34:40
3. Non-Ready area training		60:00	73:00
4. Ready-Crew Training		196:00	223:25
5. Support of 80th Recon Wing		220:00	211:15
6. Administrative flight		0:00	14:30
	TOTAL	500:00	556:50
	TEST	10:00	8:40
	GRAND TOTAL	510:00	565:30

The following explanation is made of significant differences between programmed and accomplished flying time

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407th Air Refueling Wing, 30 September 1955
 307ARS, Subject: 307th Air Refueling Wing, 30 September 1955
 307ARS, Subject: 307th Air Refueling Wing, 30 September 1955 (RCS: 4-5AC T12)

- (1) Reference priority: A proportionate share of AFR of 3 was accomplished during the flying of other priorities.
 - (2) Reference priority: Progressing was based on minimum time and range which could utilize.
 - (3) Reference priority: Navigation missions were based on 60 mile per hour flight plans. These missions were changed to fourteen (14) hour flights to obtain maximum utilization of maintenance man-hours needed to prepare aircraft for each flight.
- b. Weather or Local Conditions:
- (1) Thunderstorm activity in local area and routes of flight; 19:10 hours flying lost.
- c. Restrictive Operations:
- (1) A directive issued from AWC headquarters 3 August 1955 (3 HA 1 1-502) pertaining to prop blade defects grounded two (2) aircraft the entire month.
- d. Combat crew members' gains and losses:
- (1) Crew members gained:
 - (a) Five Radio Operators, PCS to this squadron.
 - (b) One (1) Pilot, PCS to this Squadron.
 - (2) Crew members lost:
 - (a) Four (4) Aircrew members, Discharge.
 - (b) One squadron Operations Officer, PCS to Air Command and Staff School.
 - (c) One Observer, Discharge.
- e. Crew member changes:
- (1) Four (4) Aircrew members; four combat ready crews.
- f. New Crews:
- (1) None.
- g. Crew status changes:
- (1) Crew M 23 to IM 23, 12 Sept 55.
- h. Standardization crews:
- (1) Wing Standardization crew: T-01.
 - (2) Assistant Wing Standardization Crew: T-02.

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307th Air Maintenance Group, West Field, Los Angeles, California 90097
 307AFMS, Bldg 11, West Field, Los Angeles, California 90097, Attn: Tech Support (TIC) 4-2240-T12)

1. Material - Equipment Condition:

(1) Material:

(a) Two (2) aircraft out of commission the entire month for scheduled repair.

(2) Personnel:

(a) At present this element has two (2) critical Officer shortages: Supply (6412), and Personnel (7324).

(b) The organization's only Supervisor (64173) was transferred last month and no replacement is available.

(c) Due to projected losses between now and 14 Jan 58 this element will need three (3) fully qualified flight engineers. The two (2) available replacements have shown unsatisfactory progress to date.

(d) The maintenance section has only eighty seven (87) aircraft assigned. This organization's authorized strength is 107 aircraft. During the month of October eight (8) aircraft were discharged. Three (3) replacements were assigned of those 3 only one was an aircraft mechanic (43151), the other two (2) were vehicle mechanics.

2. SAC minimum training requirements:

(1) The squadron completed 41% of the quarterly SAC Reg 50-8 training requirements during the month. This resulted in a quarterly average of 41% per cent.

k. Non-Ready Crews capable of Deploying:

(1) Crew 2-33

(2) Crew 14-25

l. Non-Ready Crew Training:

(1) Comparison of available ready and non ready crew flying time

	AVERAGE	AVERAGE
TIME AVAILABLE	TIME PROGRAMMED	TIME ACCOMPLISHED
18 Ready	74:00	27:00
2 Non-Ready	30:00	36:30

(2) All non-ready ready crews received a proportionate share of the scheduled flying time.

(3) Two (2) additional non-ready ready crews are TDY at West Field base. No flying time was programmed for these crews.

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401st Air Refueling Wing, 14th AF, 14 September 1955
 JTFARL, Cebu, Philippines, 14 September 1955, Air Tag Number (RPT) 401st T12)

(a) Summary of activities including:

Activity	14 Sept 55	15 Sept 55
Arrival of personnel	21:00	21:00
Flight	21:00	21:00
Comms	21:00	21:00
Flight Engineer	21:00	21:00
Flight Instructor	21:00	21:00
Assistant Flight Instructor	21:00	21:00

b. Follow-up

c. Final Training Evaluation

(1) Test of A-1H readiness on 14 Sept 55 at 0:00 hours.
 a test of A-1H readiness was made. All available
 crews reported on formation, briefing, preflights, and
 aircraft movements were accomplished.

d. Special Training notes Remarks: Not applicable.

e. Comments or recommendations of the Component Commander

- (1) The lack of training for advanced survival training is
 seriously limiting the readiness of replacement crew
 members. This shortage will be especially critical
 during the next few months due to the large number of
 combat crew members being discharged.
- (2) Two (2) of the A-1H ready crews require only
 simulator training for the flight engineer and
 advanced survival for some of the crew members to
 upgrade to combat ready. A request for waiver of advanced
 survival and simulator training has been submitted.

Francis E. Strick
 FRANCIS E. STRICK
 Major, USAF
 Commander

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307: 4th Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 October 1955

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307C

3 November 1955

SUBJECT: Wing Commander's Remarks Refueling Air Training Report
(NCS: 4-SAC-T12)

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

PART VI - Wing Commander's Remarks

The loss of qualified crew members by this squadron will continue to be a serious problem. Since B-47 crews receive priority in Advanced Survival training, and fill all quotas available, replacement crew members cannot be fully qualified for duty on ready crews. The lack of available simulator spaces further precludes qualifying additional crew members. These difficulties are in addition to the lack of personnel to fill all the vacancies being created.

Louis G. Thorup
LOUIS G. THORUP
Colonel, USAF
Commander

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 3 October 1955

HEADQUARTERS
307TH AIR REFUELING SQUADRON (M)
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

307ARS

3 November 1955

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCS: 4-2AG-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base
Lincoln, Nebraska

PART V - Squadron Commander's Remarks

1. Hours flown on missions directed by Higher Headquarters:

	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
a. Static display at			
Minneapolis, Minnesota	4:00		3:20
b. Operation "Melen Hind"	93:00		119:25
c. Operation "Work Load"	101:00		101:45

(1) Reference Commitment:

(b) Additional time flown on this mission due to weather aircraft being dispatched on X-day and the mission postponed twenty four hours. Also two additional sorties were flown to cover receiver shorts

2. Eight Air Force Air Training Priorities:

a. PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1.	Air Force Regulation CG-2	0:00	0:00
2.	Operation "Melen Hind"	93:00	119:25
3.	Operation "Work Load"	101:00	101:45
4.	Non-Ready Crew training	60:00	53:00
5.	Combat Ready Crew Training	146:00	125:15
6.	Support of 307th Bomb Wing	146:00	51:55
7.	Support of 98th Bomb Wing	0:00	56:55
8.	Static display	4:00	3:20
	TOTAL -	550:00	521:35
	TEST -	15:00	10:50
	GRAND TOTAL -	565:00	538:25

The following explanation is made of significant differences between programmed and accomplished flying time.

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307th Air Refueling Sqn, 307th Bomb Wing (M), 1 - 3 October 1955
 307ARS, Subj: Sqn Commander's Remarks Refueling Air Task Report (ACS: 4-SAC-T12)

- (1) Reference priority 1: A proportionate share of AFR 60-2 was accomplished during the flying of other priorities.
- (2) Reference priority 2: Explanation 1 b.
- (3) Reference priority 5: Time lost was due to the fact this squadron lost one day flying by higher headquarters cancellation of missions due to weather in refueling area.
- (4) Reference priority 6: This squadron was directed by 818th Air Division on 21 October to furnish the 98th Bomb Wing with nineteen (19) Air Refueling Sorties. Fourteen (14) of these sorties were delivered. This resulted in less time being flown for the 307th Bomb Wing.
- (5) Reference priority 7: This commitment was not programmed at the beginning of the reporting period.

b. Weather or Local Conditions:

- (1) This organization lost 24 hours flying time due to weather in refueling area during Operation "Molot Rind".

c. Restrictive Directives:

- (1) A directive issued from AMC Headquarters 3 August 1955 (JMA 1-1-502) pertaining to prop blade defects grounded two (2) aircraft the entire month.

d. Combat Crew Members gains and losses:

- (1) Crew Members gained:
 - (a) Six (6) Observers.
 - (b) One (1) Boom Operator.
- (2) Crew Members lost:
 - (a) Two (2) Observers - PCS.
 - (b) One (1) Pilot - Discharge.
 - (c) Four (4) Radio Operators - Discharge.
 - (d) Two (2) Boom Operators - Discharge.
 - (e) Two (2) Boom Operators - PCS.

e. Crew Members changes:

- (1) 4 Navigators: 1 Standardization crew, 2 ready, 1 non-ready
- (2) 3 Radio Ops: 2 ready, 1 non-ready
- (3) 2 Primary Boom Ops: 1 ready, 1 non-ready
- (4) 3 Asst. Boom Ops: 3 ready

f. New Crews: None

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 10 October 1955
 307th ARS, Subj: Sqn Comm's Remarks Refueling Air Support (AUC: 4-SAC-T12)

- (b) Aircraft parts are scarce. As of 31 October this Squadron was in possession of two aircraft without serviceable propellers. This situation has existed for three (3) months. There are presently eight (8) serviceable propellers on the base. The exact extent of the work needed to make these propellers serviceable is being determined. During the period that these aircraft were inactive they have become due for calendar inspections. An additional area of difficulty is a anticipated shortage of propeller assembly, engine control part number 100-100-100.

(2) Personnel problems:

- (a) A shortage of qualified personnel continues to hamper effective operation of this organization. The Squadron lacks a qualified Supply Officer and Personnel Officer. Critical shortages continue to exist in the Maintenance and Supply Section.

j. SAC Minimum Training requirements:

- (1) The squadron completed 30% of the quarterly SAC Regulation 50-8 training requirements during the month. This resulted in a quarterly aggregate of 71%.

k. Non-Ready Crew capable of deploying:

- (1) Crew IM-05
 (2) Crew IM-23

l. Non-Ready Crew Training:

- (1) Comparison of available, ready and non-ready crews flying time:

CREWS	AVAILABLE	AVERAGE TIME PROGRAMMED	AVERAGE TIME ACCOMPLISHED
18	Combat Ready	27:00	26:00
2	Non-Combat Ready	30:00	27:00

- (2) All non-combat ready crews received a proportionate share of the allocated flying time.

- (3) Crew IM-25 is still TTY at West Palm Beach.

- (4) Crew IM-24 has returned to this organization after being TTY at West Palm Beach.

- (5) Individual crew member training:

CREW POSITION	CREW IM05	CREW IM23	CREW IM24
Aircraft Commander	28:00	30:55	0:00
Pilot	20:50	23:05	0:00
Observer	21:30	30:55	0:00
Flight Engineer	17:25	30:55	0:00
Radio Operator	29:30	44:05	0:00
Boom Operator	16:35	30:55	0:00
Assistant Boom Operator	17:25	16:10	0:00

307th Air Refueling Squadron, 307th Bomb Wing (M), 1 October 1955
307ASB Subject: Squad Leader's Remarks Refueling Air Task Report (WCS: 4-SAC-T12)

m. Deleted.

n. Field Training Operation.

(1) Not applicable.

o. Special Training Month Remarks:

(1) Not applicable.

p. Comments or recommendations of the Squadron Commander:

- (1) The lack of advanced survival and Simulator quotas has precluded the completion of 51-19 training for aircraft commander's, co-pilots and flight engineers. This has prevented the upgrading to ready status individuals who are needed for replacement of crew members losses.
- (2) This organization will lose a partial instructor crew to Forces in November which will cause regression of Crew T-02.
- (3) A critical shortage of flight engineers exists due to recent unsatisfactory progress of one engineer and his transfer to maintenance. Also the projected discharge of three (3) flight engineers between the 10 November 1955 and 1 January 1956.

Everett B. Thurston
EVERETT B. THURSTON
Lt Col, USAF
Commander

CONFIDENTIAL

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CONFIDENTIAL

307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 30 November 1955

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307C

6 November 1955

SUBJECT: Wing Commander's Remarks Refueling Air Training Report

TO: Commander
Eighth Air Force
Wentover Air Force Base
Massachusetts

PART VI - Wing Commander's Remarks

1. The Air Refueling Squadron lost one (1) Long Range Cruise for this quarter. This mission was actually flown and the training accomplished however the aircraft was delayed in its take-off until sixteen (16) minutes past midnight 30 Nov 55.

2. Two (2) hours of night cell tactics and nine (9) heavy-weight refuelings were not accomplished due to support of the 307th Bomb Wing receivers on SAC Regulation 51-19 training. The record also shows we did not accomplish five (5) pre-comps and three (3) landings as required. This training was more than accomplished during September before the Hq 8th Air Force Forms and recording procedures were received in October 1955.

Louis G. Thorup
LOUIS G THORUP
Colonel, USAF
Commander

CONFIDENTIAL

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307th Air Refueling Sqn, 307th Bomb Wing (M), 1 - 30 November 1955

HEADQUARTERS
307TH AIR REFUELLING SQUADRON (M)
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

307ARS

3 December 1955

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCS: 4-SAC-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base
Lincoln, Nebraska

PART V - Squadron Commander's Remarks.

1. Hours Flown on missions directed by Higher Headquarters:

<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
a. Support 366th Fighter Bomber Wing TAC	0:00	19:35
b. Operation Winter Wind	0:00	43:05
c. Support 21st Air Division	0:00	78:45
TOTALS -	0:00	141:25

(1) Reference Commitment:

- (a) Operations Commitment was received after monthly programming was complete.
- (b) Operations Commitment was received after monthly programming was complete.
- (c) Operation Commitment was received in November. A Requirement for (8) eight sorties was directed however additional sorties were flown in support of 21st Air Division toward 307th Air Refueling Squadron 50-8 training.

2. Light Air Force Air Training priorities:

<u>a. PRIORITY</u>	<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
1.	Air Force Regulation 60-2	0:00	0:00
2.	Support 366th Fighter Bomber Wing TAC	0:00	19:35
3.	Operation "Winter Wind"	0:00	43:05
4.	Support of 21st Air Division	0:00	78:35
5.	Non-Ready crew Training	90:00	72:00
6.	Combat Ready Crew Training	460:00	327:35
	TOTAL -	550:00	540:50
	TEST -	10:00	5:50
	GRAND TOTAL -	560:00	546:40

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307th Air Refueling Sqn, 307th Bomb Wing (M), 1 - 30 November 1955
307ARS, Subj: Sqn Comdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12)

The following explanation is made of significant differences between programmed and accomplished flying time.

- (1) Reference Priority 1: A proportionate share of AFR 60-2 was accomplished during the flying of other priorities.
- (2) Reference priority 2: This organization was not advised of this operation in time to program for the requirements.
- (3) Reference priority 3: This organization was not advised of this operation in time to program for the requirements.
- (4) Reference priority 4: This organization was not advised of this operation in time to program for the requirements.
- (5) Reference priority 5: Additional time diverted to combat ready training since two of the non ready Aircraft Commander's were TDY from 28 Nov 55.
- (6) Reference priority 6: Difference caused by non programmed priority commitments 2, 3, and 4.

b. Weather or Local conditions:

- (1) No time lost due to weather or local conditions

c. Restrictive Directives:

- (1) A directive issued from AMC Headquarters 3 August 1955 (3 HA 1-1-502) pertaining to prop blade defects grounded one (1) aircraft the entire month and another aircraft till 20 November 1955.

d. Combat crew members gains and losses:

- (1) Crew Members Gained:
 - (a) One Pilot
 - (b) One Navigator
 - (c) Four (4) Engineers
 - (d) One (1) Radio Operator
 - (e) Eighteen (18) Boom Operators
- (2) Crew Members Lost:
 - (a) One Pilot - 1 PCA
 - (b) Six (6) Flight Engineers - 5 PCA, 1 Discharge
 - (c) Four (4) Radio Operators - 1 PCA, 3 Discharge
 - (d) Five (5) Boom Operators - 5 Discharge

e. Crew Members Changes:

- (1) 3 Pilots: 2 ready, 1 Non Ready.
- (2) 9 Flight Engineers: 6 ready, 3 Non Ready.
- (3) 4 Radio Operators: 3 Ready, 1 Non Ready.
- (4) 5 Boom Operators: 3 Ready, 2 Non Ready.

28/4 - C-I

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307th Air Refueling Sqn, 307th Bomb Wing (M), 1 - 30 November 1955
 307th ARS, Subj: Sqn Comdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12)

f. New Crews: None

g. Crew Status Changes:

- (1) Number of Combat Ready Crews Assigned: 17.
 T01, T03, T04, T05, T06, T08, T09, T10, T11, T12,
 T13, T14, T17, T18, T19, T20, T22.
- (2) Number of Non-Combat Ready Crew Assigned: 05.
 IM02, IM07, IM23, IM24, IM25.
- (3) Not applicable to Refueling Squadron.
- (4) Number of Non-Combat Ready crew assigned to the 307th
 Air Refueling Squadron: Five (5). Proposed date of
 upgrading of these crews:

CREW	DATE
(a) IM02	Not Applicable
(b) IM07	Unknown
(c) IM23	Unknown
(d) IM24	21 December 1955
(e) IM25	6 January 1956

- 1 Reference a: Crew IM02 will be disbanded on
 1 December 1955 due to transfer of the Aircraft
 Commander, Pilot, and Boom Operator.
- 2 Reference b: Crew IM07 51-19 check out complete except
 for flight simulator for engineer and Aircraft Commander.
 The Simulator is still inoperative so no date for
 upgrading can be forecasted at this time. Request
 for waiver on flight simulator has been submitted.
- 3 Reference c: Crew IM23, engineer needs flight
 simulator, since no simulator cuetas are available
 their upgrading date cannot be forecasted. Request
 for a waiver has been submitted.
- 4 Reference d: Crew IM24 date of upgrading is changed
 from 15 December 1955 to 21 December 1955 since the
 Aircraft Commander was sent TDY on 28 November 1955
 for approximately 7 days
- 5 Reference e: Crew IM25 date of upgrading is
 changed from 30 December 1955 to 6 January 1956
 due to same reason reference d.
- 6 Crew IM05 upgraded to Combat Ready on 17 Nov 55.

h. Standardization Crews:

- (1) Wing Standardization Crew: T01

i. Material and Personnel Problems:

- (1) The shortage of hanger space for unscheduled maintenance
 has been aggravated by the large number of fuel leaks
 which have developed on B-47 type aircraft. These fuel
 leaks can only be repaired in heated buildings which
 dictates that engine changes, turbo changes and etc for
 KC-97's be accomplished on the light line.

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307th Air Refueling Squadron, 307th Bomb Wing (M), 1 - 30 November 1955.
307ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12)

The efficiency of Maintenance specialist is greatly reduced under these conditions in temperature of near zero.

- (2) Personnel Problems: A shortage of qualified personnel continues to hamper effective operation of this organization. The squadron lacks a qualified Supply Officer and Personnel Officer. Critical shortages continue to exist in the Maintenance and Supply Section.
- j. SAC Minimum Training Requirements.
- (1) The squadron completed 25.8% of the quarterly SAC Regulation 50-8 training requirement. The month. This resulted in a quarterly aggregate of 96.8%
- k. Non Ready Crews Capable of deploying:
- (1) Crew IM-07
(2) Crew IM-23
(3) Crew IM-24
(4) Crew IM-25
- l. Non Ready Crew Training:
- (1) Comparison of available, ready and non ready crew flying time:
- | CREWS | AVAILABLE | AVERAGE
TIME PROGRAMMED | AVERAGE
TIME ACCOMPLISHED |
|-------|------------------|----------------------------|------------------------------|
| 17 | Combat Ready | 27:00 | 27:30 |
| 2 | Non-Combat Ready | 30:00 | 20:10 |
| 2 | Non-Combat Ready | 15:00 | 16:00 |
- (2) IM-05 and IM-23 were programmed for only fifteen (15) hours of integral crew training since they are checked out 51-19 except for the flight engineers who received additional individual training. The Flight Engineer on IM05 recently transferred to crew IM07 flew 24:35 for a quarterly total of 114:00 hours. The flight engineer on IM23 flew 29:30 hours for a quarterly total of 90:15 hours.
- (3) Crew IM24 and IM25 flew less than programmed because the Aircraft Commander's were TDY from 28 November 1955 to the end of reporting period.
- (4) No time was programmed for IM02 since they were processing for their transfer to Forbes AFB, Kansas.
- (5) Individual crew member training:
- | CREW POSITION | IM02 | IM05 | IM07 | IM23 | IM24 | IM 25 |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Aircraft Commander | 0:00 | 14:10 | 0:00 | 19:45 | 19:25 | 20:25 |
| Pilot | 0:00 | 14:10 | 19:40 | 12:40 | 26:15 | 23:35 |
| Observer | 22:25 | 25:05 | 0:00 | 12:45 | 23:55 | 32:20 |
| Flight Engineer | 15:55 | 11:30 | 13:05 | 29:30 | 33:30 | 30:25 |
| Radio Operator | 9:40 | 13:00 | 32:00 | 18:15 | 13:15 | 59:00 |
| Boom Operator | 18:10 | 18:40 | 0:00 | 17:30 | 47:00 | 29:40 |
| Assistant Boom Operator | 0:00 | N/A | 0:00 | 24:45 | 48:40 | N/A |

m. Deleted.

2314-C-I

6C-1429

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307th Air Refueling Sqn, 307th Bomb Wing, (M), 1 - 30 November 1955
307ARS, Subj: Sqn Comdr's Remarks Refueling Air Tng Report (RCS:4-SAC-T12)

n. Field Training Operation:

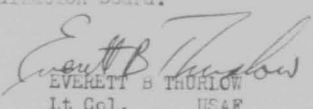
- (1) Not Applicable.

o. Special Training Month Remarks:

- (1) Not Applicable.

p. Comments or recommendation of the squadron commander:

- (1) The lack of simulator quotas has precluded the upgrading of two (2) crew to combat ready and prevented 51-19 checkout of additional co-pilots now assigned this squadron.
- (2) Considerable difficulty has been encountered in the training of newly assigned Radio Operators because of their complete lack of experience as air crew members.
- (3) A critical shortage of Flight Engineers continues to exist, due to the projected discharge of one (1) Flight Engineer on 16 January 1956, one (1) Flight Engineer requesting retirement and the overseas transfer of the Flight Engineer currently assigned to the Wing Standardization Board.


EVERETT B. THORLOW
Lt Col, USAF
Commander

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307C

6 January 1956

SUBJECT: Wing Commander's Remarks Refueling Air Training Report
1 - 31 December (RCS: 4-SAC-T12)

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

PART VI: Wing Commander's Remarks:

1. This month's activity by the Air Refueling Squadron was generally satisfactory.

2. Problems exist in personnel areas. Specific soft spots are:

a. Flight Engineers - The Wing has 23 Flight Engineers assigned against an authorization of 30. We presently have 21 KC-97 crews.

- (1) Of the 23 Flight Engineers assigned, one (1) Flight Engineer is being reassigned to FEAF (on SAC Project 8560), EDCSA: 18 Jan 1956; another Flight Engineer will be separated 15 January 1956 and will not re-enlist to fill his vacancy at this station; one (1) Master Sergeant completed 20 years military service on 15 November 1955 and has submitted his application for retirement, which will probably take effect on or about 31 January 1956; one (1) Master Sergeant is due for separation in March 1956; one (1) Staff Sergeant is a filler Flight Engineer. Due to his slowness to learn and lack of experience, his progress has been unsatisfactory. In addition, he has failed to pass the seven level airman proficiency test. We have requested a waiver to fly him as a 5-level Flight Engineer, which Eighth Air Force has not as yet approved.

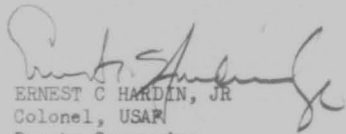
6C-1631

Hq 307BW (M), 307C, Subj: Wg Comdr's Remarks Refueling Air Training Rept
RCS: 4-SAC-T12

- (2) With the loss of four (4) Flight Engineers and with a question of doubt existing as to whether the Staff Sergeant can qualify for final upgrading in accordance with SAC Regulation 51-19, and possessing knowledge of only one known input (Flight Engineer) in January 1956, the Wing will only have 19 Flight Engineers assigned by March 1956. This will cause regression of two (2) crews. Several messages have been sent during the past two months appraising higher headquarters of our situation.

b. First Sergeants: A message has been received from Eighth Air Force advising that the First Sergeant of the 307th Air Refueling Squadron has been selected by Headquarters USAF for overseas assignment in March. It is believed that this First Sergeant will depart in early February. Past experience indicates that we will have to utilize our own resources to find a First Sergeant. This will mean utilizing a seven level maintenance man.

c. Communications Officer: The Communications Officer, 307th Air Refueling Squadron, has been reassigned PCS, effective 1 January 1956. While we have requisitioned for a replacement for two (2) months, no input has been forecast for our Wing.


ERNEST C HARDIN, JR
Colonel, USAF
Deputy Commander

CONFIDENTIAL

6C-1631

307th Air Refueling Squadron, 307th Bombardment Wing (M), 1 - 31 December 1955

307TH AIR REFUELING SQUADRON (M)
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

307ARS

3 January 1956

SUBJECT: Squadron Commander's Remarks: Refueling Air Training Report
(RCS: 4-SAC-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base
Lincoln, Nebraska

PART V - Squadron Commander's Remarks

1. Hours flown on missions directed by Higher Headquarters:

COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
a. Operation "Texas League"	24:00	43:00

(1) Reference Commitment:

- (a) Details of the mission which included a requirement for a weather scout aircraft were not received until after monthly programming was complete.

2. Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1.	Air Force Regulation 60-2	Concurrent with other flying	
2.	Operation Texas League	24:00	43:00
3.	Non Ready Crew Training	78:00	119:00
4.	Combat Ready Crew Training	306:00	284:55
5.	Staff Efficiency	24:00	11:35
	TOTAL -	432:00	454:30
	TEST -	8:00	9:10
	GRAND TOTAL -	440:00	463:40

The following explanation is made of significant differences between programmed and accomplished flying time.

- (1) Reference Priority 1: A proportionate share of AFR 60-2 was accomplished during the flying of other priorities.
- (2) Reference Priority 2: Details of the mission which included a requirement for a weather scout aircraft were not received until after monthly programming was complete.
- (3) Reference Priority 3: Crews IM07 and IM23 were programmed in the combat ready flying time since it was anticipated they would be upgraded during the first week of December.

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307th Air Refueling Sqn, 307th Air Wing (M), 1 - 31 December 1955
307ARS, Sbj: Sqn Comdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12)

- (4) Reference Priority 4: Additional time diverted to priority 3.
- (5) Reference Priority 5: Difference caused by two (2) ground aborts for a total of 12:00 hours.
- b. Weather or Local Conditions:
 - (1) No time lost due to weather or local conditions.
- c. Restrictive Directives:
 - (1) A directive issued from AMC headquarters 3 August 1955 (3MA 1-1-502) pertaining to prop blade defects grounded one (1) aircraft the entire month.
- d. Combat crew members gain and losses:
 - (1) Crew Members Gained:
 - (a) One (1) Navigator.
 - (b) Two (2) Boom Operators.
 - (c) One (1) Flight Engineer.
 - (d) Nine (9) Radio Operators.
 - (2) Crew Members Lost:
 - (a) Two (2) Pilots - PCS to Forbes
 - (b) One (1) Navigator - Discharge
 - (c) Four (4) Radio Operators - Discharged
 - (d) Six (6) Boom Operators - 1 PCS Forbes, 5 Discharged
- e. Crew Members Changed:
 - (1) Two Navigators - 2 Ready Crews
 - (2) Three Flight Engineers - 3 Ready Crews
 - (3) Three Radio Operators - 1 Ready, 2 Non Ready Crews
 - (4) Two Boom Operators - 2 Ready Crews
- f. New Crews: - None.
- g. Crew Status Changes:
 - (1) Number of Combat Ready Crews Assigned: 19.
TC1, TC3, TC4, TC5, TC6, TC7, TC8, TC9, T10,
T11, T12, T13, T14, T17, T18, T19, T20, T22, T23.
 - (2) Number of Non-Combat Ready Crews Assigned: Two (2). IM24, IM25.
 - (3) Not applicable to Refueling Squadron.

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6C-1631

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307th Air Refueling Squadron, 307th Bomb Wing (M), 1 - 31 December 1955
 307ARS, Subj: Squad Commander's Report, Refueling Air Task Report (RCS: 4-SAC-T12)

- (4) Crew IMC7 disbanded 1 December 1955 due to transfer of Aircraft Commander, Pilot and Boom Operator.
- (5) Number of Non-Combat crews assigned to the 307th Air Refueling Squadron: Two (2). Proposed date of upgrading of these crews:
- | <u>CREW</u> | <u>DATE</u> |
|-------------|-----------------|
| (a) IMC4 | 16 January 1956 |
| (b) IMC5 | 6 January 1956 |
- 1 Reference at: Crew IMC4 complete with exception of advanced Survival for all crew members except the Pilot, and failure of the Flight Engineer to satisfactorily complete standard flight check. The Flight Engineer will require two additional flights to complete. Waiver for survival requirements will be requested after standard check is complete.
- 2 Crew IMC7 upgraded to combat ready 29 December 1955.
- 3 Crew IMC3 upgraded to combat ready 30 December 1955.
- h. Standardization crews:
- (1) Wing Standardization Crew: TCI.
- (2) Assistant Wing Standardization Crew: T11.
- i. Material and Personnel Problems:
- (1) Material Problems:
- (2) Personnel Problems: The projected losses of qualified maintenance personnel in the next two months will greatly reduce the effectiveness of this organization. Also a serious shortage of flight engineers due to projected losses continues to exist.
- j. SAC minimum training requirements:
- (1) SAC 50-B accomplishments were not scoreable this month because this was a special training month.
- k. Non-Combat Ready Crews capable of deploying:
- (1) Crew IM-24.
- (2) Crew IM-25.
- l. Non-Ready Crew Training:
- (1) Comparison of available, ready and non ready crew flying time:
- | <u>CREWS</u> | <u>AVAILABLE</u> | <u>AVERAGE TIME PROGRAMMED</u> | <u>AVERAGE TIME ACCOMPLISHED</u> |
|--------------|------------------|--------------------------------|----------------------------------|
| 17 | Combat Ready | 16:00 | 16:40 |
| 2 | Non-Combat Ready | 39:00 | 41:30 |
| 2 | Non-Combat Ready | 0:00 | 16:00 |

60-1631

307th Air Refueling Squadron, 307th Bomb Wing (M), 1 - 31 December 1955
 307ARS, Subj: Sqn Comdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12)

- (2) Flying program was based on 19 combat ready and 2 non-combat ready crews. Crews IM07 and IM23 were programmed in the combat ready time since it was anticipated they would be upgraded during the first week of December.

(3) Individual Crew Member Training:

CREW POSITION	IM-24	IM-25
Aircraft Commander	36:35	30:30
Pilot	36:05	34:00
Observer	44:45	44:10
Flight Engineer	53:45	52:00
Radio Operator	49:50	58:50
Boom Operator	49:00	43:40
Assistant Boom Operator	44:50	N/A

m. Deleted.

n. Field Training Operations:

- (1) EWP test: On 22 December 1955 a test of operations Plan 44-56 was conducted. All available crews reported to operations and a complete test of the plan including fueling of aircraft and taxi out to take-off position was accomplished.

c. Special Training Month Remarks:

- (1) Boom Operators Check out: Scheduled 3, Accomplished 3-100%.
- (2) Radio Operators Check out: Scheduled 3, Accomplished 3-100%.
- (3) Crew Check out: Scheduled 1, Accomplished 0. All Crew members completed check out except the flight engineer who failed to pass the standardization board check.
- (4) Navigation program during December included 51-19 checkout of two (2) observers which was accomplished also 51-19 training for two observers on filler status which is progressing satisfactorily.
- (5) Of a total of 45 Air Refueling sorties programmed only 30 were flown. This was due largely to the fuel leak problem experienced in the B-47 organizations. These sorties were rescheduled and flown as pilot proficiency and navigation missions.

p. Comments or recommendation of the Squadron Commander:

- (1) A critical shortage of flight engineers continues to exist. The discharge of one highly qualified instructor engineer on 16 January, the transfer of the standby engineer on 19 January, the retirement of a combat ready engineer in the near future will cause the regression of two crews unless qualified replacements are obtained.

CONFIDENTIAL

Everett B Thurlow
 EVERETT B THURLOW
 Lt Col, USAF
 Commander

60-1631

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SECRET

JOINT MESSAGE FORM

COMDR ADIV 818 LINCOLN AIR FORCE BASE

COMDRAF 15 MARCH AIR FORCE BASE CALIFORNIA

COMDRAF 8 WESTOVER AIR FORCE BASE, MASSACHUSETTS

/SECRET/ZIPPO 064/ T-27 91-55/AF 15/ LINCOLN TANKER TAST FORCE/PICKET
FENCE.

2. A. THIS MISSION WAS 93% SUCCESSFUL WITH TWO (2) BOMBERS NOT RECEIVING
THIER DESIRED AMOUNT OF FUEL. THIRTY FOUR (34) SORTIES INCLUDING TWO (2)
WEATHER SHIPS AND TWO (2) STRIP ALERT AIRCRAFT WERE FLOWN. ADVERSE
WEATHER CONDITIONS WERE THE CAUSE OF ONE RECEIVER AIRCRAFT NOT RECEIVING
BRIEFED AMOUNT OF FUEL. THE OTHER WAS DUE TO A HYDRAULIC LEAK IN A
TANKER REFUELING SYSTEM. ONE OF THE MISSED RECEIVERS (DARWIN 27) ELECTED
TO PROCEED TO HIS DESTINATION RATHER THAN WAIT FOR MORE FUEL; THE OTHER
(DARWIN 41) LANDED AT LINCOLN. DUE TO ADVERSE WEATHER NONE OF THE
MISSION WAS FLOWN AS BRIEFED. ORBIT POINTS AND ROUTES WERE CHANGED
SEVERAL TIMES. ON 8 JULY, RED FLIGHT HAD CONSIDERABLE DIFFICULTY IN
ESTABLISHING A REFUELING TRACK THAT WAS FREE OF CLOUD FORMATIONS. FINALLY
EACH TANKER ATTEMPTED TO FIND AN AREA WHERE HE COULD EFFECT A SUCCESSFUL
REFUELING. IDAHO GCI AS WELL AS WEATHER AIRCRAFT ASSISTED TANKER AND
RECEIVER AIRCRAFT AS MUCH AS POSSIBLE. THERE WAS WIDESPREAD THUNDERSTORM
ACTIVITY ON THE ENTIRE INDIA REFUELING AREA. STRIP ALERT TANKERS WERE
PROVIDED ON BOTH DAYS. THE STRIP ALERT AIRCRAFT WAS AIRBORNE IN THE
MINIMUM TIME ON THE FIRST DAY AND OFFLOADED 40,000 LBS TO A LATE RE-
CEIVER. THE STRIP ALERT ON THE SECOND DAY TOOK OFF WITH FIFTEEN
MINUTES AFTER BEING ~~LATE~~ ALERTED BUT WAS NOT UTILIZED WHEN INTENDED RECEIVER
AIRCRAFT DARWIN 41 ELECTED TO LAND AT LINCOLN AFB.

B. CONSIDERABLE AIRSPEED CAN BE LOST WHEN ENTERING CUMULUS

SECRET

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SECRET

2

BUILDUPS. CREATING A STALL OUT CONDITION FOR RECEIVER AIRCRAFT. THIS ESPECIALLY BECOMES HAZARDOUS WHEN TANKER AIRCRAFT EFFECTS TURNS IN AN ATTEMPT TO CIRCUMNAVIGATE WEATHER. ADDITIONAL EMPHASIS SHOULD BE MADE ON FLYING SAFETY IN AREAS OF ADVERSE WEATHER AND WHEN INDICATED AIRSPEED DROPS BELOW RECOMMENDED REFUELING AIRSPEED.

C. EMPHASIS SHOULD BE PLACED ON MAINTAINING AIRSPEED DURING PILOTS SPECIALIZED BRIEFING. BOMBERS BE MORE SPECIFIC IN THEIR MESSAGES AS TO ORBIT POINT TO BE USED AND THEIR ETA TO THAT POINT.

3. A. N/A

B. N/A

C. N/A

D. N/A

E. BASE SUPPORT AND FACILITIES ADEQUATE.

F. INTELLIGENCE DATA NOT REQUIRED DUE TO AREA AND TYPE OF MISSION.

G. INTERNAL SECURITY CONSIDERED ADEQUATE.

H. N/A.

4. A. AIRCRAFT MAINTENANCE AND SUPPLIES CONSIDERED ADEQUATE.

B. COMMUNICATIONS AND ELECTRONICS EQUIPMENT ADEQUATE.

C. WEATHER CONDITIONS HAD AN ADVERSE EFFECT ON THE MISSION INASMUCH AS IT REQUIRED SEVERAL DEVIATIONS FROM THE BRIEFED MISSION AND IMPAIRED THE SUCCESS OF THE RED FLIGHT ON THE SECOND DAY. CUMULUS BUILDUPS WERE OF SUCH A NATURE AS TO REQUIRE A CHANGE OF REFUELING TRACK TO CIRCUMNAVIGATE THEM AND IN SOME INSTANCES PENETRATIONS OF THEM COULD NOT BE AVOIDED. IN ONE INSTANCE A TANKER AND RECEIVER WERE HOOKED UP WHEN ENTERING A CUMULUS BUILDUP AND DISCONNECT WAS EFFECTED. BECAUSE OF WEATHER, HOOKUP WITH RECEIVER WAS NOT REACCOMPLISHED.

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D. NAVIGATION SATISFACTORY.

E. FLIGHT ENGINEERING SATISFACTORY.

F. NIGHT CELL REFUELING TACTICS WERE FOLLOWED AND WERE SUCCESSFUL WITH THE EXCEPTION OF INDIA RED CELL OF 8 JULY. ADVERSE WEATHER WAS A PRIMARY REASON FOR AIRCRAFT HAVING DIFFICULTY MAINTAINING BRIEFED AIRSPEEDS AND FORMATION POSITIONS.

G. A FLYING SAFETY INCIDENT OCCURRED DURING THE RED CELL OF 8 JULY. RECEIVER 30 HAD MADE CONTACT AND WAS REFUELING DARWIN 30. UPON ENTERING A CUMULUS BUILDUP A DISCONNECT WAS EFFECTED. ANOTHER CUMULUS BUILDUP WAS PENETRATED BY BOTH TANKER AND RECEIVER AIRCRAFT. IN PENETRATING THE TWO CUMULUS BUILDUPS, THE TANKER AIRCRAFT GAINED 1000 FT AND THEN LOST 500 FT. AIRSPEED DROPPED TO A LOW 180 MPH INDICATED AT ONE TIME. AN ATTEMPT WAS MADE TO GAIN AIRSPEED AND THROTTLES WERE FIREWALLED ON THE TANKER AIRCRAFT. DARWIN 30 WAS ATTEMPTING TO MAINTAIN POSITION AND EFFECT ANOTHER HOOKUP WHEN IT BECAME NECESSARY FOR TANKER TO CIRCUMNAVIGATE A THIRD CUMULUS BUILDUP. TANKER AIRCRAFT STARTED A TEN DEGREE TURN TO THE RIGHT AND IMMEDIATELY OBSERVED A CLEAR AREA TO HIS LEFT. A TEN DEGREE TURN WAS MADE TO THE LEFT, AT WHICH TIME THE TANKER SCANNER OBSERVED THAT THE RECEIVER STALLED OUT AND APPARENTLY FELL OVER ON ITS BACK. TANKER IAS WAS 185 MPH. RECEIVER PILOT RECOVERED AND STATED HE HAD BEEN IN A SPIN. THE TWO AIRCRAFT WERE APPROXIMATELY FIFTY MILES APART AT THE END OF THIS INCIDENT. THEY AGAIN RENDEZVOUSED AND COMPLETED THEIR REFUELING. BOTH TANKER AND BOMBER PILOTS ARE MAKING A COMPLETE REPORT OF THIS INCIDENT. THEY AGAIN RENDEZVOUSED AND COMPLETED THEIR REFUELING. BOTH TANKER AND BOMBER PILOTS ARE MAKING A COMPLETE REPORT OF THIS INCIDENT.

A CERTIFIED TRUE COPY:

Marshall B. Kusner
MARSHALL B. KUSNER
2ND LT, USAF

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

SUBJECT: Programming Plan Report for July

TO: Commander
Eighth Air Force
Attention: Comptroller
Wurtsmith Air Force Base
Michigan

1. This is the 5th monthly report on the conversion of the 307th Bombardment Wing (Medium) (307th Bomb Wing Programming Plan 1-55).

2. During July, this Wing flew 171 B-47 sorties for a total of 1133 hours and 117 KC-97 sorties for 520 hours and 15 minutes. Approximately 16 B-47 sorties were lost due to drag angle modification and of 40 aircraft assigned, including one unavailable because of major damage, 11 aircraft still require this modification. 77 hours were used for SAC Reg 51-19 checkouts, 982 for SAC Reg 50-43 training, 15½ for ferrying aircraft, and 58 hours on other missions.

3. SAC Reg 50-43 Combat Crew Flying Training is 14% completed. This is approximately 11% behind schedule on the original programming plan due to the accumulative effect of previous months' slippage in flying hours available which in turn resulted from slippage in aircraft delivery schedule, drag angle modification, fuel leaks and supply difficulties. Being 11% behind in program flying hours for reasons listed above and the loss of approximately nine B-47 crew air refueling checkouts in July due to less than planned tanker support available as a result of higher headquarters commitments, this wing reprogrammed to plan for 24 crews to be combat ready by 1 October, with the remaining six crews to be upgraded in November. This plan is based on full required support from the 307th for tanker sorties during September. Further, the plan will not allow slippage of sorties or flying hours, both tanker and bomber wise. The extremely tight situation as pertains to operational scheduling is made apparent when it is pointed out that the final five crews required to meet commitments will not complete Standardization Board Checks until the last five days of September. Scheduled in part of crew personnel indicates that the 307th will have 34 crews by the end of July, 47 by the end of September with the possibility of forming 4 additional crews from our own resources. These additional crews will not be available for training until they have processed through Wichita.

4. The maintenance organization of the Wing performed extremely well in July but is still hampered by shortage of skilled supervisors and qualified 5 level personnel. Major maintenance problem areas are K System, A-5, radar, electrical, instrument, and fuel cell maintenance. The inadequate facilities

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and low skilled personnel manning which plagues the A&E Squadron is being attacked through an aggressive OJT program and a projected move to more satisfactory facilities just as soon as these facilities are vacated by the tenant Navy organization. Maintenance estimated they could support 180 B-47 sorties for 1050 hours in July and were actually able to support 191 sorties for 1133 hours.

5. Officer personnel status is generally satisfactory. However, the shortage of a Production Control Officer, Unit Supply Officers, Survival Training and Equipment Officers, Wing Special Weapons Officer, and a Flight Test Maintenance Officer hampers these functions. In addition, the Quality Control Officer, Maintenance Control Officer and A&E Maintenance Supervisor are attending school. It is anticipated that their return in August will strengthen the Maintenance effort.

6. Airman personnel problem areas are in the 5 and 7 skill levels in K and A5 maintenance, aircraft electrical and aircraft instrument repairmen, quality control supervisors and administrative field. The shortage of qualified clerical and administrative persons hampers operations, personnel and materiel activities.

7. The requirements placed on the 367 REF during July hampered both the Air Refueling Squadron and B-47 training programs. Of 12 B-47 crews scheduled to be checked out in Air Refueling during July, 2 were completed. A third, scheduled for June was completed 1 July. The one KC-97 crew to be upgraded failed to do so because of the failure of the flight engineer to pass his standardization check. A new engineer has been placed on this crew and it is forecast that the crew will be upgraded by the end of August. This squadron is scheduled for an input of two AC qualified officers who are sorely needed, and requires additional ACs and engineers to bring their combat crew status to acceptable levels.

8. The following higher Headquarters actions are recommended:

a. Provide increased input of fully qualified (5 and 7 level) airmen in K-System, aircraft general, electrical and instrument maintenance fields and administrative and personnel areas.

b. Provide the Wing with a qualified Production Control Officer, two (2) Unit Supply Officers, four (4) Survival Training and Equipment Officers, a Wing Special Weapons Officer, and a Flight Test Maintenance Officer.

9 Incls

1. Training
2. Personnel
3. Materiel
4. Chart, B-47 Combat Readiness
5. Chart, B-47 Flying Hours
6. Chart, Flying Training % completed
7. Chart, B-47 Initial Field Check
8. Chart, B-47 Inflight Refueling Checks
9. Chart, Special Weapons Check-outs

L. G. Thump
 L. G. THUMP
 Colonel, USAF
 Commander

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PROGRAMMING PLAN REPORT FOR JULY

Training

1. During July, 191 sorties were flown for 1133 hours, to accomplish:

	<u>JULY</u>		<u>CUMULATIVE</u>	
	<u>Program</u>	<u>Accomp</u>	<u>Program</u>	<u>Accomp</u>
B-47 Flying Hours	1246	1133	3983	3017
SAC Reg 51-19 Checks	0	3	33	32
AR Checks (See para 2b)	12	2	21	12
Special Weapons Checks	9	8	18	14
Upgrading to Operational Ready Crews (see para 2a)	0	0	3	3

a. During July an average of 38 B-47's have been available. Maintenance capability for the month was estimated as 180 sorties for 1050 hours. Flown were 191 sorties for 1133 hours.

b. Radar and K-Systems difficulties were the primary cause of loss of training. These difficulties are aggravated by the shortage of qualified maintenance personnel. 223 of a scheduled 307 RBS runs were completed.

2. As of 31 July, 46% of SAC Regulation 50-43 flying requirements were completed, of a programmed 57%.

a. By 31 July, 57% of 50-43 flying training was scheduled to be completed. The original program was based on having 45 aircraft assigned in July. Actually, only 40 (including one (1) damaged in a major accident) are presently assigned. Because of this and the previous slippage in the program, a revision has been necessary. It is now estimated that 24 crews will be operational by 30 September, the remainder of the required 33 by 30 November.

b. The refueling program, as replanned, called for twelve (12) additional crews to complete their air refueling checkouts in July. Of this number, only two (2) did so. One (1) additional crew, completed 1 July, was included in June figures. This was primarily due to a shortage of tanker sorties available, resulting from higher headquarters commitments placed on the 307th Air Refueling Squadron. While some assistance was obtained from a Detachment of the 71st Air Refueling Squadron located here, the effectiveness of this aid was limited by the necessity of providing 100 dry hook-ups to each tanker for student boom operators, requiring the use of IPs or already checked-out crews.

c. On 27 July a Bomber Stream type training mission of nine (9) B-47 aircraft was flown. Eight (8) were airborne and seven (7) completed the mission. The mission included: formation, day station keeping, day refueling, grid navigation, controlled ETA's and two (2) RBS runs, one (1) with IBDA procedures. This mission provided valuable experience to both the crews and the Operations Staff. Another Wing Mission involving eighteen (18) B-47's and twenty-two (22) KC-97's is planned for 23, 24 August.

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3. Ground Training under SAC Regulations 50-43 and 51-19 for crew members is progressing satisfactorily. 87% of non-concurrent training is completed.

a. Special weapons training is being conducted for all crews. Fourteen (14) have completed the refresher course. While this program is slightly behind schedule, it is programmed to be completed in August.

b. Training in personal equipment areas is handicapped by an absence of any qualified officers in the Wing.

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1. The Wing is authorized 1613 airmen and has 1365 airmen assigned. 875 of the assigned are effective. As of 31 July 1955, our body manning is 84.6% and we are 54.2% effectively manned. These statistics represent a decrease in our body and effective manning as compared to the previous month and is caused primarily because of the separation of airmen during the month of July, which has offset the negligible input of personnel during that month. Our body and effective manning as of 30 June 1955 had been 86.3% and 56% respectively.

2. The Maintenance Functions of this organization are being retarded due to the critical shortage of qualified airmen personnel in the direct support, as well as indirect support career fields. This in turn is adversely affecting our training program, as evidenced by our daily ground and air aborts.

a. Specific soft spots exist in the following areas:

- (1) Armament Systems Maintenance - 32 Career Field. We are 17% effectively manned in this career field, and consequently the Radar and Gunlaying Maintenance of this organization is below average. This deficiency can be traced back to the initial equipping date of the 307th Wing at which time 10 hard core K-Systems and A-5 Gunlaying Specialists were assigned to this organization, as compared to the minimum amount of the required 33 hard core specialists that are required to be in place by the initial equipping date (Reference SAC Manual 27-1, B-47 Planning Factors). Four and one-half months have elapsed since our initial equipping date and today our assigned hard core cadre is still below the authorized strength as indicated below.

<u>AFSC</u>	<u>Hard Core Authorization in accordance with SAC Manual 27-1</u>	<u>Assigned</u>
32150B	1	0
32150C	1	0
32150D	1	0
32150E	11	6
32170E	7	4
32350C	9	1
32370C	3	0
	<u>33</u>	<u>11</u>

- (2) Intricate Equipment - 40 Career Field. We are 50% effectively manned.

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- (3) Aircraft Accessories Maintenance - (42 Career Field) - we are 47.7% effectively manned in this Career Field. Critical shortages within subdivision of this Career Field are as follows:
- (a) Aircraft Instrument Repairman - (422) - We are 45% effectively manned.
 - (b) Aircraft Electricians - (423) - We are 38% effectively manned.
- (4) Aircraft and Engine Maintenance - 43 Career Field. We are 61% effectively manned.
- (5) Construction - 55 Career Field. We are 42% effectively manned.
- (6) Administration - 70 Career Field. We are 64% effectively manned, with a projected loss of 12 airmen within 90 days.
- (7) Personnel - 73 Career Field. We are 54% effectively manned, with a projected loss of 3 airmen within 90 days.
- (8) Production Control - 45 Career Field. We are 16.6% effectively manned. Our Reports and Analysis Section in Production Control is in dire need of manpower support.
- (9) Survival & Training Equipment - 92 Career Field. We are 26.6% effectively manned.

3. Overall Wing Officer Manning. The body manning of this Wing is 75.2%. We are 74.5% effectively manned.

a. Specific soft spots are caused by shortages of officers in the following AFSC's:

<u>AFSC</u>	<u>NUMBER SHORT</u>
1416 (Wing Atomic Weapons Officer)	1 (Major)
1435	4
2054	2
3054	1
3254	1
4334	1
4344	1
4355	1
6424	2
7324	4
8616	1

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PROGRAMMING PLAN REPORT FOR AUGUST

Materiel

1. Supply and Equipment Status: Eighty (80) percent of UME and eighty-seven (87) percent of USE have been received.
 - a. Items considered critical have been reported to higher headquarters. Outstanding shortages include helmets, brief and bombardier's cases, sun glasses, hawk watches, flying suits, class 17C and 17D tools, Kennedy tool cases and 91 items of A&E test equipment and mock-up components.
 - b. Supply effort is adversely affected by the shortage of two (2) Unit Supply Officers and twenty-six (26) Supply airmen.
 - c. Two (2) Supply Training Courses are presently being conducted; a 65-2 school on supply support of specialized maintenance, and a refresher course on Volume IV, ARM 67-1.

2. Maintenance Status:

- a. During the month of July assigned B-47's flew 191 sorties and 1133:20 hours, and KC-97's flew 117 sorties, 520:15 hours. In June assigned B-47's flew 150 sorties and 809:30 hours, and KC-97's flew 134 sorties, 652:45 hours.
- b. The Periodic Maintenance Squadron completed (including Test Flight acceptance) a total of eight (8) aircraft, 200 hour periodic inspections, or the fleet time equivalent of 1600 flying hours. A breakdown of aircraft by type reflects six (6) B-47's completed (1200 fleet time hours) and two (2) KC-97's completed (400 fleet time hours). During the month previous (June) a total of three (3) aircraft, 200 hour period inspections or the fleet time equivalent of 600 flying hours.
- c. Wing Maintenance Control processed 3200 Work Orders on assigned aircraft during July, as compared to 2600 Work Orders during June. This reflects a considerable increase in activity.
- d. Wing Maintenance Quality Control supervised fifteen (15) Test Flights during July as compared to the previous month (June) total of eight (8). Quality Control made nine (9) Periodic Inspections, five (5) squadron inspections and twenty (20) special inspections during the month of July as compared to six (6) Periodic Inspections, seven (7) squadron inspections and fourteen (14) special inspections during the month previous (June).
- e. The Field Maintenance Squadron continued to encounter a heavy work load in the repair of fuel cells and fuel systems. This has been a major problem in establishing a high "in commission" rate. The Field Maintenance Squadron changed a total of eight (8) engines, seven (7) of these were B-47 Jet type engines (J-47's) and one (1) KC-97 engine (R-4360). During the month previous (June) there were a total of 12 engines changed; twelve (12) J-47 Jet engines and zero (0) R-4360 reciprocating engines.
- f. The total Wing "in commission" rate on forty (40) assigned B-47 aircraft and nineteen (19) KC-97 aircraft (2 KC-97's on TDY to IRAN) for the month

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was 82.5%. The B-47 "in commission" rate was 80.4% and the KC-97 rate was 84.6%. During the month of June the total Wing "in commission" rate was 77.5%, the B-47's had a monthly "in commission" rate of 73.7% and the KC-97's, 81.2%.

g. The Drag Angle repair modification on assigned B-47 aircraft continues to require an average of three aircraft away on TDY to Tulsa for repairs. To date, of 40 assigned B-47's 29 have been modified and eleven (11) aircraft require this modification.

h. Several "immediate action" teletypes have been received during the month of July requiring many varied type inspections of KC-97 propellers. The Wing has accomplished all required inspections; however, this is an item which requires considerable specialist manhour support.

i. As concerning personnel, the lack of sufficient specialists in Field Maintenance, especially electricians and instrument type of repairment as well as the Armament-Electronics Squadrons lack of properly skilled K-system, Radar and A-5 Gunnery technicians, has continued to prove a hardship in accomplishing established goals and projected progress.

j. The Wing outstanding T.O.C. rate for primary B-47 and secondary type aircraft (KC-97) follows:

B-47's	0 T.O. n/c/w/
KC-97's	3.4 T.O. n/c/w/

k. In Summary: For the month of July the 307th Bombardment Wing accomplished the projected maintenance capability; however, we were compelled to expend over 7000 manhours overtime because of the shortage of technically qualified maintenance personnel in this Wing. We were handicapped also by the unscheduled loss of three (3) aircraft to the depot for drag angle modification. This Wing is still being plagued by an excessive amount of A&E systems malfunctions, which are the result of a lack of technically qualified maintenance personnel and the inheritance of old and poorly maintained equipment.

3. Mobility Plans:

a. It is anticipated that delays in submitting Wing Mobility Plan corrections and revisions will result in delay relative to the distribution of the revised Wing Mobility Plan. The 15th of September 1955 has been established as target date for distribution.

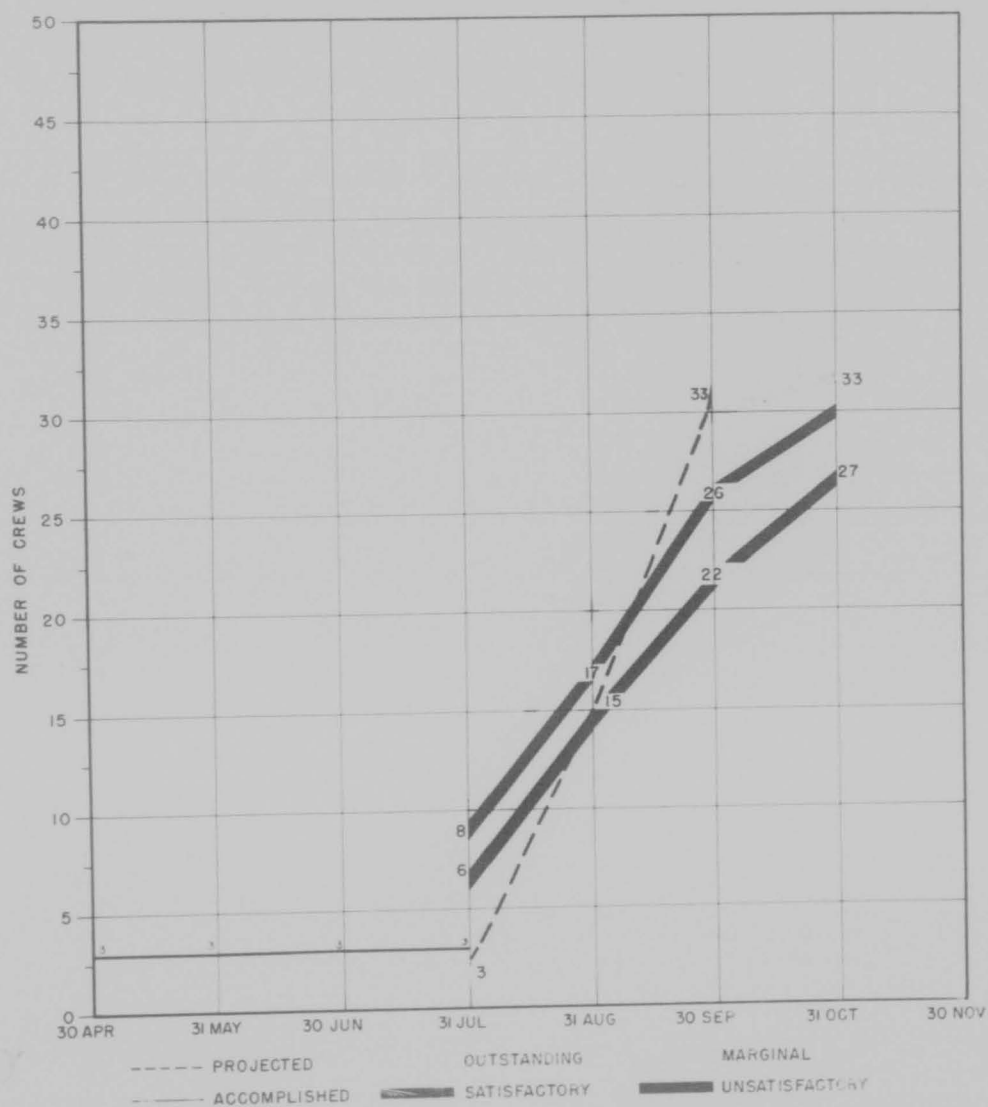
b. The Wing boxing and crating program is lagging behind other programmed Wing readiness activities. An accelerated boxing program under the direct supervision of the Wing Mobility Officer is expected to commence 5 August 1955.

c. A course of Mobility Instructions embodying 48 class hours, is being presented to Wing Mobility personnel.

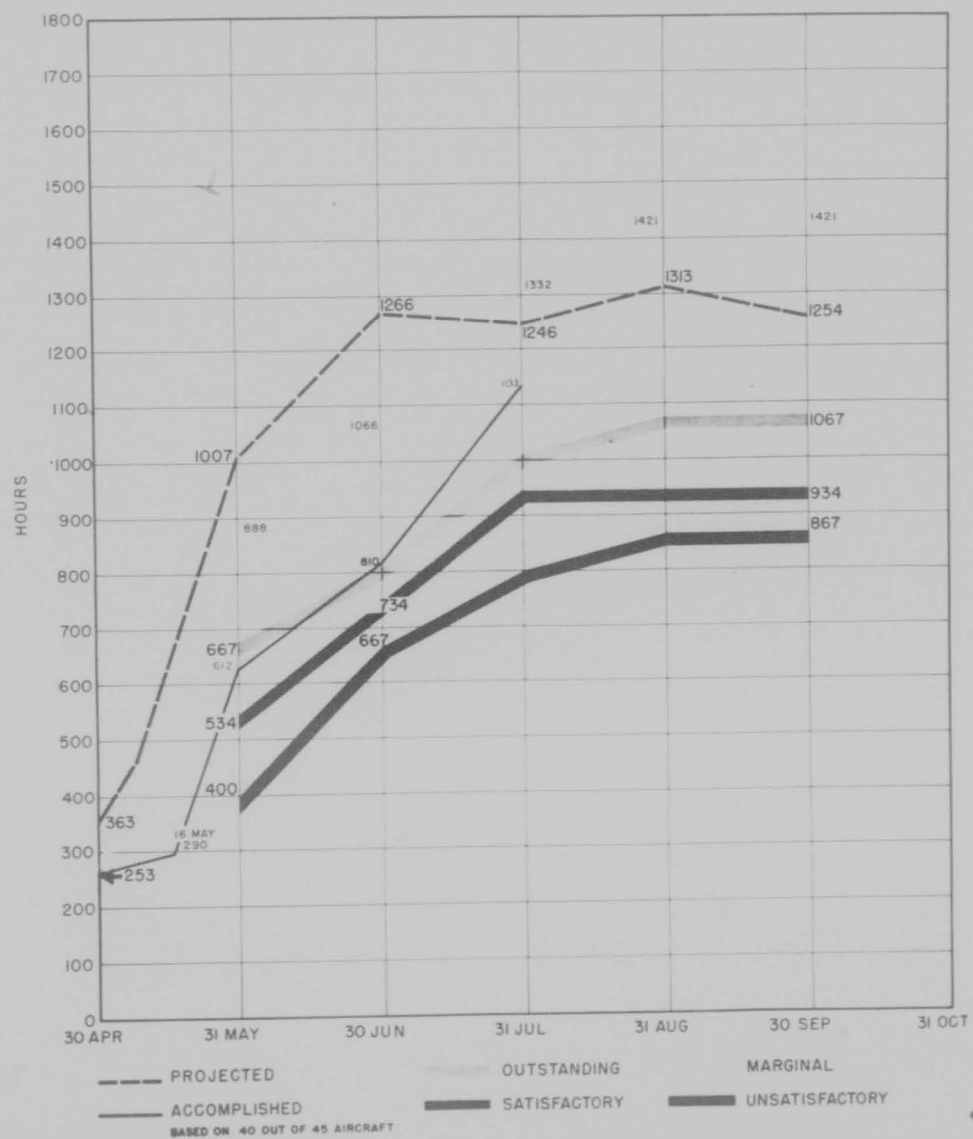
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B-47 Combat Readiness

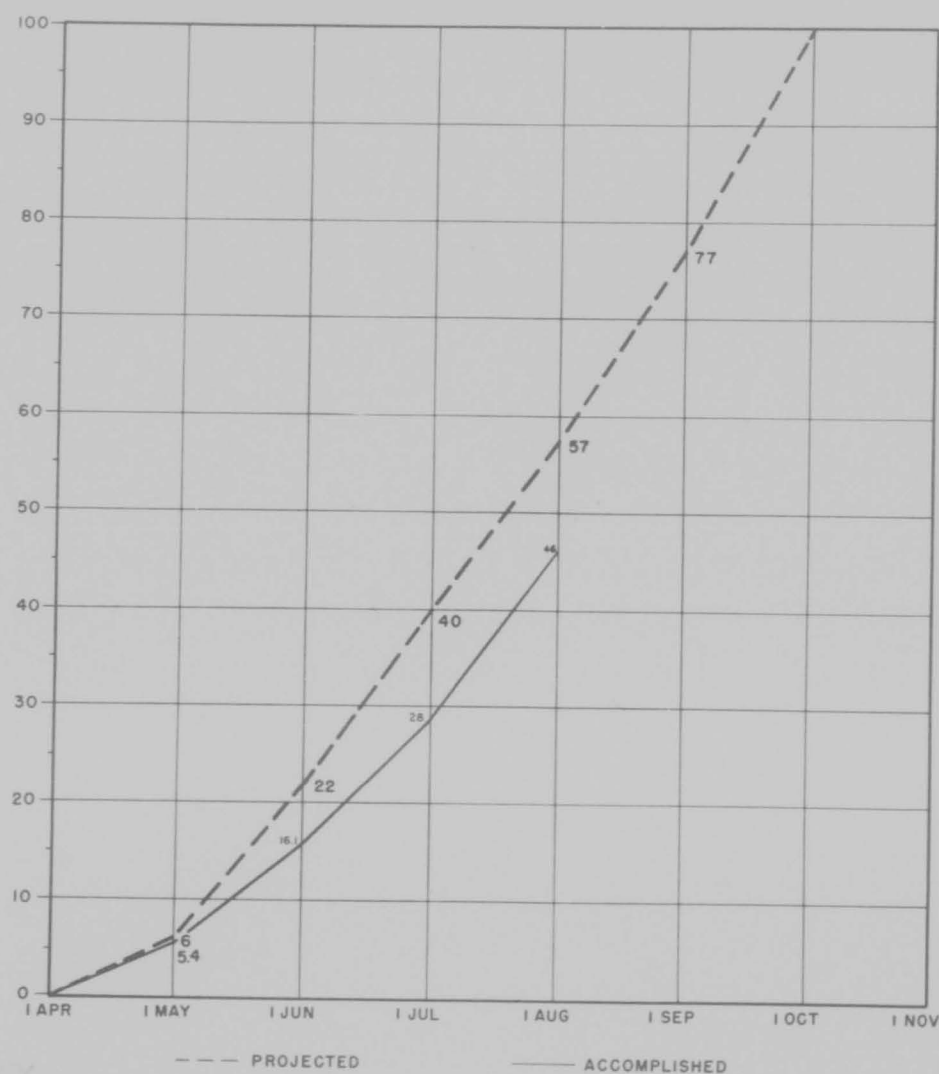
SAC REG 51-19 & 50-43



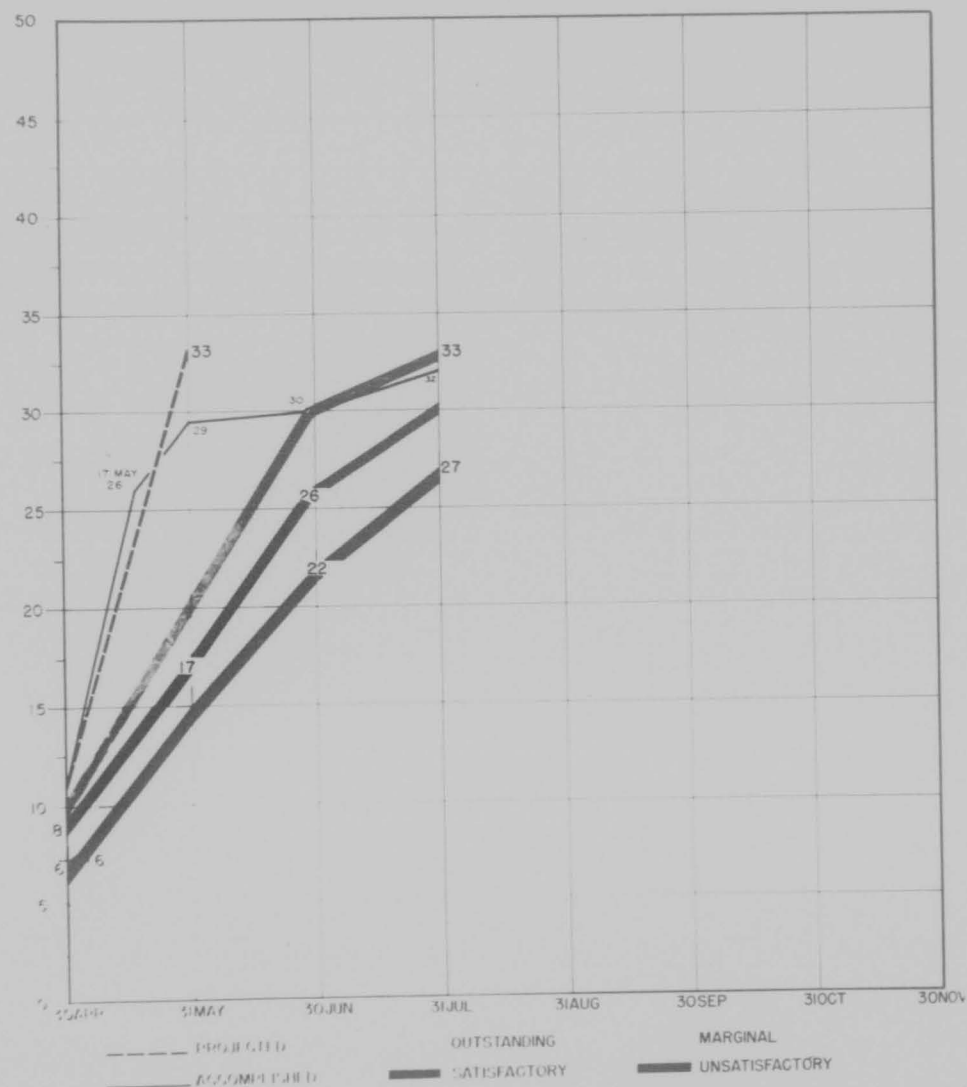
B-47 Flying Hours



Flying Training ~ % Completed
SAC REG 50-43

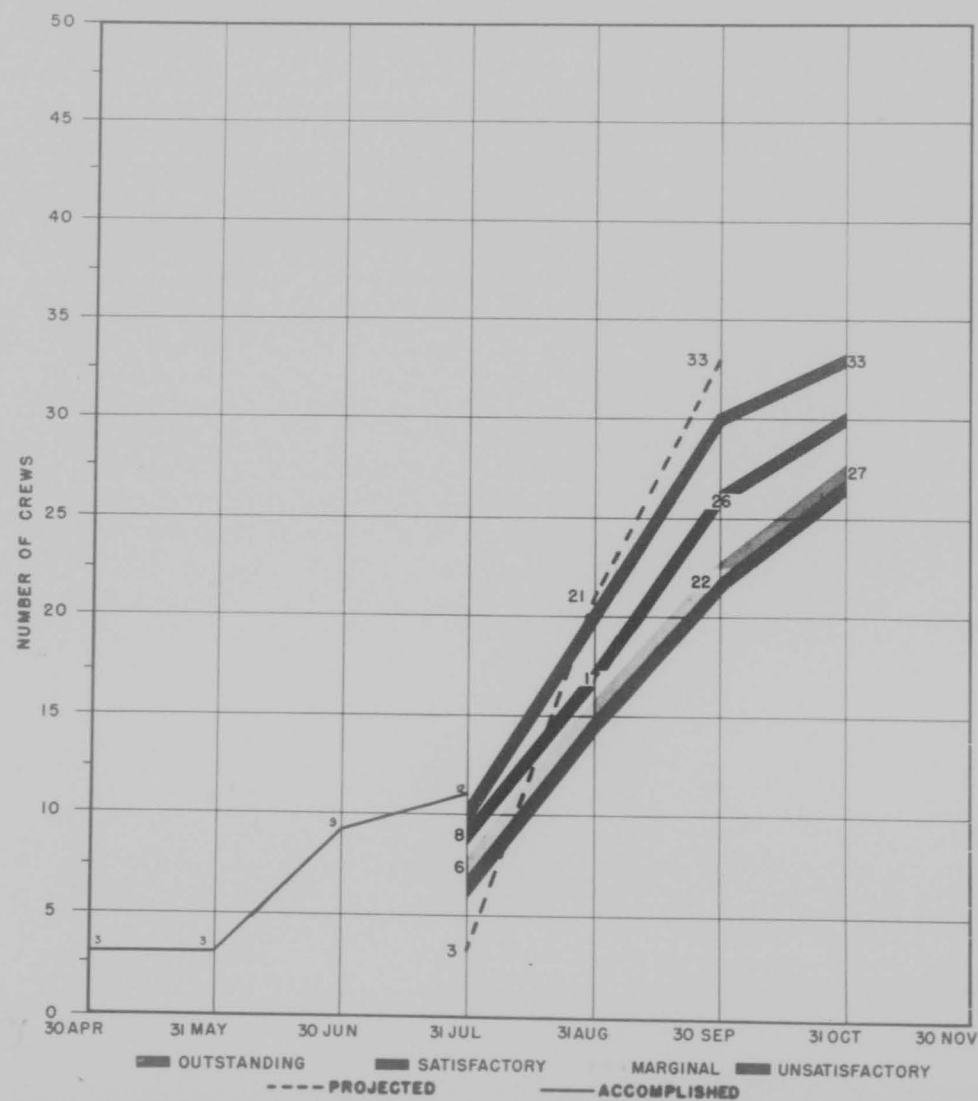


B-47 Initial Field Check SAC REG 51-19



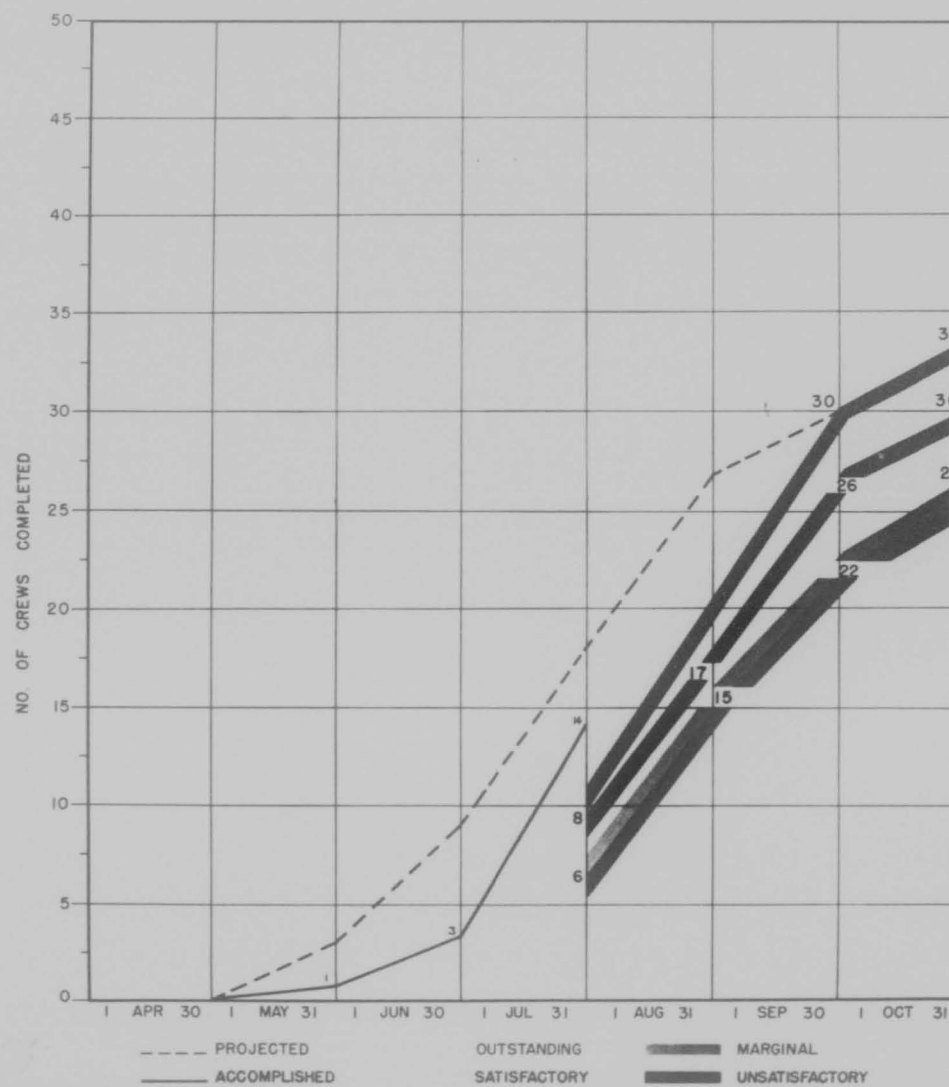
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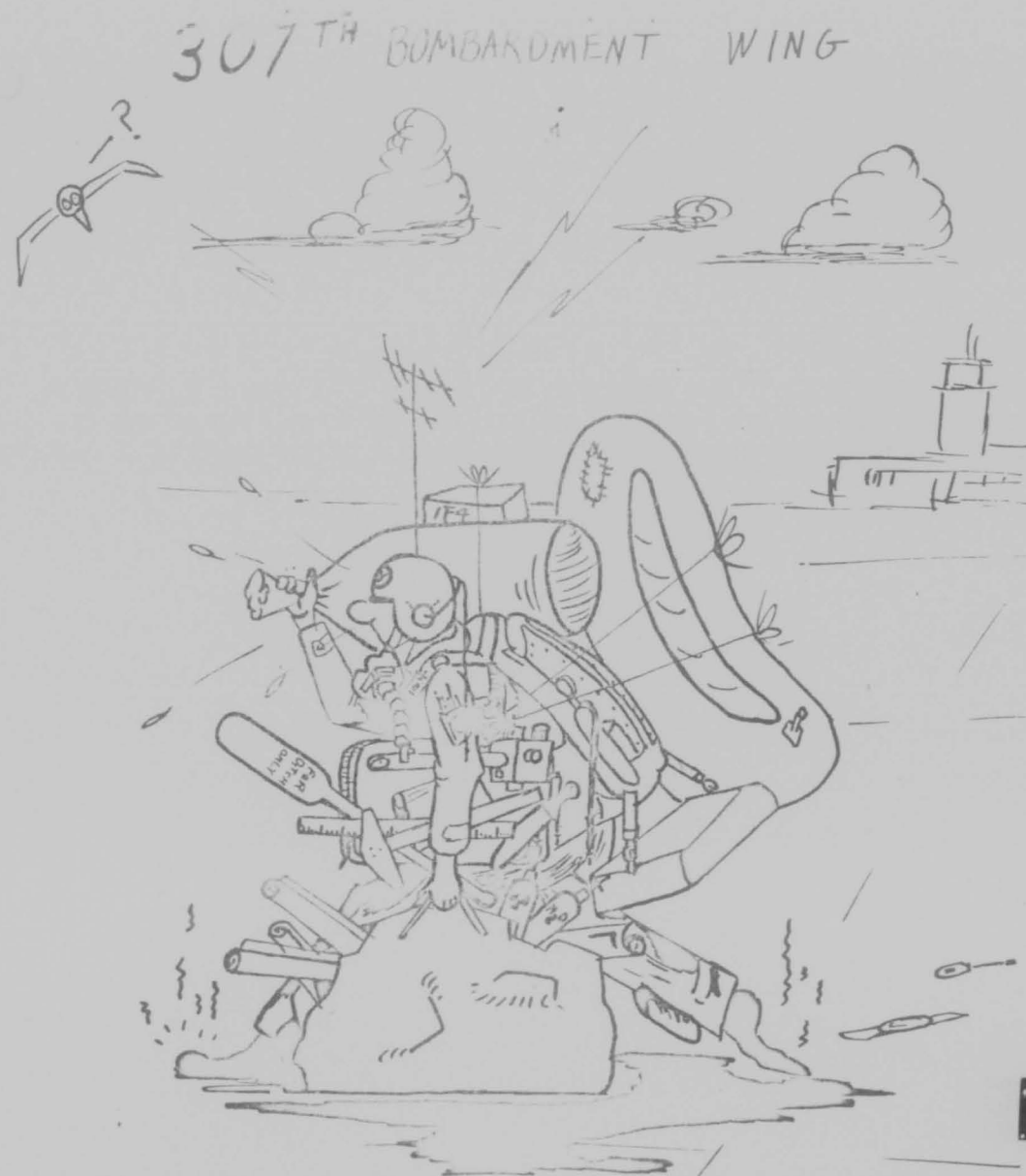
In-Flight Refueling Checkout



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Special Weapons Checkouts





OBSERVERS BULLETIN #7

1. Some aircraft with new type D-2 Nav. Units have reference point switches that are not spring loaded to the closed position. If the reference point switch is not in closed position, the Nav. Var. check cannot be accomplished. To insure the switch is in the correct position the following entry will be made in pencil in Section VI, page 46, Volume I and on page 401, Volume II of SAC Manual 50-38. Between "SAU Tell Tale Lights" and "Nav. Var. Check" enter "Reference Point Switch - Planes Position". The above change is an interim change to SAC Manual 50-38 and will be used until further instructions are directed. Subject change will be made in pencil only.
2. On Grade I aircraft, make sure the Stab. Unit Power Switch is ON. This switch is located on the left side of the SAU.
3. Some of the Wing aircraft are now equipped with an "Auxiliary FPI Switch", which is located on the primary control, (between the memory point and offset switches). This switch allows you a 360° scan in bomb position. On ground flight if you switch to track or bomb and do not get a sector scan, turn on the auxiliary switch on.
4. There are green tags above the spare amp. rack. If you pull a bad amplifier tag it, so ABE will know that it is bad.
5. Do you know that if the second station turn control is out of detent the ECO light will come on during the bomb run? Hq SAC reports observers have aborted for this cause. Possibility of this occurring is being eliminated during IRAN; meanwhile watch it.
6. Eighth Air Force message ODT3 51906, Subject: RBS Information: GPI runs will only be conducted against targets "A" and "K" in the Amarillo target complex. GPI runs will not be conducted against other Amarillo targets.
7. 8th AF message ODT3 51224. "Test runs on RBS sites". A test run is described as a run accomplished against an RBS site for the specific purpose of testing airborne equipment. Test runs will be scheduled, briefed, flown and reported as such. No record bombing activity will be scheduled or accomplished on a ~~training mission~~ that includes test runs on RBS sites. Record training, other than RBS runs, may be accomplished on missions that include test runs on RBS sites.
8. 8th AF message ODB 51151. Grants authority for observers to separate portions of SAC manual 50-38 not applicable. To preclude making a mistake by using "RB-47" procedures, the following pages in 50-38 should be removed:
 Volume I
 Pages 133-258 - Inclusive
 311-330 - "
 401-408 - "
 Volume II
 Pages 463 - End of Book
9. It has been noted that some observers are using AF Form 21 (AF Nav. Log) to record in-flight navigation data. This is not in accordance with SAC manual 50-38. (Page 47, Section II, 1-a-(2). "The flight record will be kept on a chart sufficiently devoid of minor detail to insure legibility of written data. (Cont'd next page)

Adequate information will be recorded by the observer to permit complete and accurate reconstruction of the mission. Use the chart log stamp.

10. The next time you fly a roundhouse, try the desert range chart in your 50-38 (Page 273 - Figure 40). The chart is easy to use and there is less chance for error.
11. AEE has requested that observers enter the following data on the SAC Form 252:
 - a. Varic setting required to maintain a normal 4.6 or 10.0 Magnetron reading. Progressively higher setting required indicates that the magnetron is going out. AEE will replace magnetrons before they go out in-flight and cause an air abort.
 - b. As per 815th Air Division Regulation 55-1: All training missions will include a requirement to check beacon operation at some point enroute or at home station. Beacon operation with the K-system will be attempted at a minimum of one hundred (100) N.M. from the station. In the event contact cannot be made at this range, additional attempts will be made as aircraft approaches the station. The distance that contact was made will be entered on the SAC Form 252.

NOTE: Turn down the varic before switching to beacon.

LOCAL RADAR BEACON STATIONS:

Smoky Hill AFB, Kansas. Code 2-1-2
 Tinker AFB, Oklahoma. Code 2-2-2
 Forbes AFB, Kansas. Code 1-1-2-1

- c. On SAC Form 252, list the raw scores from RBS and bomb drops in the remarks section.
- d. If you have a K-system malfunction, indicate whether or not you attempted in-flight maintenance and what you did.
12. This is a repeat for the new observers in the Wing. Don't get shook-up by the "Smoke" that comes out of the heat and pressure ducts during the take-off roll. This is normal during take-off; you also may get some ice and snow as well as fog. If all of the vent controls are closed a dump valve under the pilots position will open with resulting fog. We had a crew abort a take-off last month because of "Smoke" coming from under the pilots.
13. Until further notice the following is a new prohibited area: A circle, two (2) N.M. radius with center 39-47-37.5 N, 77-15-48 W.
14. To insure that you get full credit toward 50-8, indicate all Mach .81, IBDA, and sidetrack runs on the Bombing Data side of the SAC Form 1.

15. Now that winter is here, we will have to be more careful in the use of the periscopic sextant. Be sure you check the indicator silica gel capsule which is visible through the objective window of the periscopic tube. It should be clear. A pink color indicates moisture, which will condense when the tip of the sextant is extended into the cold air, this condensation will fog the internal optics of the instrument. The sextant should be extended as soon after take-off as practical to insure that the pressure door does not freeze in the closed position. As additional assurance follow the check list and drain the sextant mount. The next time your sextant optics "freeze" in-flight, make sure that you have re-wound the averager, that the filter knob has not been accidentally moved, and that your eye piece is in focus. On night celestial missions its a good idea to tape the filter knob in the clear position.

16. In accordance with SAC Manual 50-38, the following outline will be used to pre-flight the K-system for a normal training mission:

Page 70 - Before Engine Start
 Page 76 - Power Application Check
 Page 46 - Mag. Var. Heading Unit Check
 Page 47 - Preoperational Check
 Page 71 - Aircraft Power Check

The power application, mag. var. heading unit and pre-operational check will be accomplished using ground power. The radar will not be turned past "Standby" and/or the computers turned past "Stab" during these three checks. The aircraft power check, Section X, page 71, will be performed before the aircraft leaves the parking area on aircraft power. The aircraft power check will be made immediately after switching to "Normal" source of unregulated aircraft power. Alternators and generators must be reset and ON, and engine #6 at 55% RPM prior to switching to normal. When the aircraft power check is completed then turn the function switch back to STAB and the radar power switch back to STANDBY for taxiing. You should be in STAB and STANDBY for taxiing. The old flip cards should not be used for any phase of the K-system pre-flight. Use the check list in SAC Manual 50-38.

17. Some of the Wing aircraft have RG limit lights. If your crosshairs lock out at 25 miles and will not track all you have to do is to reduce RG with the tracking control. To start crosshairs driving quickly you may have to slew. The RG limit light is located on the ballistics control (AC 262-263-267) also note RG limit light when attempting in-flight maintenance.

18. Are your target folders up to date, check with P.I. section. As long as you are in the area check with Standboard about your combat crew guide and its index.

19. The camera scored bombing and navigation photography last month was good, but there is room for improvement. Investigation of records reveals the following primary causes of scoring losses:

a. Camera Scored Bombing:

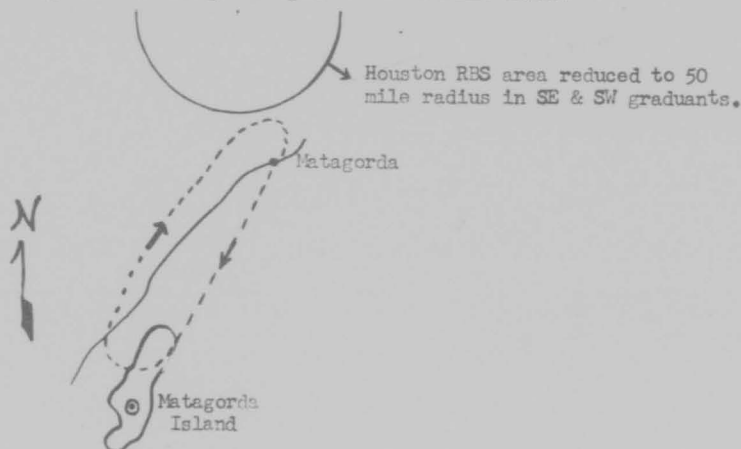
(1) Failure to use approved 8th AF camera targets.

- (2) Failure to accomplish 0-15 photography in Nav. function at start of bomb run.
- (3) Failure to indicate a specific DGZ on photo logs.
- (4) Failure to turn camera ON.

b. Camera Scored Navigation:

- (1) Failure to set camera clock with hack watch. Identification of ETA frame is therefor not possible.
- (2) Failure to turn camera "ON" at or prior to ETA.
- (3) Failure to clear camera at start of mission.

20. Matagorda Island Traffic Pattern: Effective 1 September 55 the traffic pattern at Matagorda Bomb Range changed to the outline below:



- 21. Matagorda Bomb Range Salvo Area. Warning area W-233 has been designated as a salvo area for Matagorda Bomb Range. Clearance to enter the area for salvo must be obtained from Matagorda tower on 236.6 MC or 243.0 MC in case of emergency. Before bomb salvo is made the area must be cleared either visually or by radar. In case of marginal weather at Matagorda Bomb Range, an aircraft may salvo bombs and continue on an alternate mission of RBS runs or camera attacks. A visual check of the bomb bay must be made prior to RBS runs or camera attacks.
- 22. SAC message DOTRPO 19014: Request the following be inserted as fourth item in post release check list at top of page 455, Volume II, SAC Manual 50-38. "Compass Reslaved." It is considered possible safety of flight hazard if remainder of mission is attempted with compass inadvertently left unslaved.
- 23. The Bomb Data Section of the new SAC Form 1 is used in place of the Form 31, but we still need all the information to give you credit. Be sure you have your name, date, target, site, and time on the Form 1.

24. Non-ready crew must take "Reaper" HSB runs when undergoing 90-43 training. This policy is included in the new Annex II to SAC Reg. 90-43, dated 1 Nov 1955. Gross Error Reports must be completed on all record gross errors.
25. When checking the K-System history prior to a flight insure that calendar inspections of the computers has been completed within the last thirty (30) days. If calendar inspections are not indicated in the history ask about them. Enter discrepancies in the KX under pre-flight discrepancies.
26. New changes to SAC Reg 90-43 have been received. Run classification and call-in procedures have been changed. Check with your Squadron Observer prior to your next mission for the new changes.

CONFIDENTIAL (When Filled In)

REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REF.	CONTROL SYMBOL																							
										307th Air Refueling Squadron	December	1	3		4-540-T12																							
A. GENERAL				B. RENDEZVOUS				C. REFUELING										D. NAVIGATION										E. CREW PROF.										
1	2	3	4	5		6		7		8										9					10					11					12	13		
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	AN/APN 28 OR 88		AN/APN 12 OR 76		AN/APN-11 OR AN/APX-8		REFUELINGS										DRY HOOK-UPS					NIGHT CELESTIAL					OTHER LEGS					EMERGENCY PROCEDURE	MONTH COMPLETED LAST STANDARDIZATION CHECK		
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	REST	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.						
				37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42								
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42		
T01	RC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	JUN		
T03	RC097	02	11	-	-	-	-	-	-	02	02	02	02	-	-	-	-	-	-	-	02	02	01	01	16	16	-	-	-	-	-	-	-	-	-	01	JUL	
T04	RC097	05	40	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	02	-	-	-	-	-	-	01	01	-	05	AUG	
T05	RC097	01	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	02	OCT			
T06	RC097	04	22	-	-	-	-	-	-	01	01	01	01	-	-	-	-	01	01	01	01	01	01	31	31	-	-	-	-	-	-	-	-	-	-	03	NOV	
T08	RC097	02	12	-	-	-	-	-	-	01	01	01	01	-	-	-	-	01	01	01	01	01	01	21	21	-	-	-	-	-	-	-	-	-	-	01	SEP	
T09	RC097	03	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	-	-	-	-	01	01	-	01	-	02	AUG	
T10	RC097	02	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	JUL		
T11	RC097	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	15	-	-	-	-	-	-	-	-	-	AUG		
T12	RC097	04	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	06	SEP			
T13	RC097	02	15	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	01	-	01	DEC		
T14	RC097	04	24	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	04	-	-	-	01	01	01	-	03	OCT	
T17	RC097	03	24	-	-	-	-	-	-	01	01	-	-	-	-	-	-	01	01	01	01	01	01	10	10	-	-	-	-	-	-	-	-	-	-	01	SEP	
T18	RC097	06	33	-	-	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	32	17	-	-	-	01	01	01	02	-	05	NOV
T19	RC097	03	12	-	-	-	-	-	-	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	SEP	
T20	RC097	04	26	-	-	01	01	-	-	01	01	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	01	01	-	-	01	OCT	

SAC FORM 36
1 NOV 54

PREVIOUS EDITIONS ARE OBSOLETE.

Air Force-SAC, Offutt O-443(55)

(When Filled In)

CONFIDENTIAL

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REFUELING AIR TR. IG REPORT - PART I										UNIT	MONTH		PAGE NO.	NO. OF PAGES	REF. CONTROL SYMBOL																						
										307th Air Refueling Squadron	December		2	3	46-T12																						
A. GENERAL				B. RENDEZVOUS			C. REFUELING										D. NAVIGATION					E. CREW PROF.															
1	2	3	4	5		6	7	8										10					11		12	13											
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 20 OR 48		AN/APN 12 OR 76	AN/APN-11 OR AN/APX-6	REFUELINGS										NIGHT CELESTIAL					OTHER LEGS		MONTH COMPLETED LAST STANDARDIZATION CHECK												
				ATT.	SUCC.			ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	REST	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	DRY HOOK-UPS	CIRCULAR ERRORS							NO. OF LEGS	DAY CEL.	GRID CEL.	RADAR	PRESSURE ALTITUDE	EMERGENCY PREPAREDNESS					
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T22	KC097	05	38	-	-	-	-	-	-	01	01	-	-	-	-	-	01	01	01	01	-	-	-	-	09	09	-	-	-	-	-	-	-	-	04	DEC	
T07	KC097	01	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	DEC		
T23	KC097	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SEP		
SUB TOTAL	-	12	338	-	-	05	05	-	-	09	09	04	04	-	-	-	05	05	08	08	05	05	173	173	38	-	-	-	-	-	03	04	06	08	-	38	-
T07	KC097	03	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	10	-	-	-	-	-	-	-	01	-	01	DEC
T23	KC097	03	19	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	04	-	-	-	-	-	-	-	-	01	SEP	
SUB TOTAL	-	06	32	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14	-	-	-	-	-	-	-	01	-	02	-
TOTAL	-	58	370	-	-	06	05	-	-	09	09	04	04	-	-	-	05	05	08	08	05	05	189	189	38	-	-	-	-	-	03	04	06	09	-	40	-
NOVA	-	12	83	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	78	-	-	-	-	-	-	-	01	-	04	-
COMBAT READY PRACTICE	-	-	-	-	-	-	-	-	-	55	54	55	54	-	-	-	03	02	06	06	-	-	99	91	-	-	-	-	-	-	01	02	01	05	-	-	-
NON COMBAT READY PRACTICE	-	-	-	-	-	03	03	-	-	21	21	21	21	-	-	-	-	-	-	-	-	-	32	32	-	-	-	-	-	-	01	02	01	05	-	-	-
SUB TOTAL	-	12	83	-	-	04	04	-	-	76	75	76	75	-	-	-	03	02	06	06	-	-	209	201	-	-	-	-	-	-	02	04	02	11	-	04	-
IN24	KC097	-	-	AC X	37	N	99%	45	FE	95%	54	BO	A	49																							

SAC FORM 36
1 NOV 54

PREVIOUS EDITIONS ARE OBSOLETE.

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60-1631

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REFUELING AIR TRAINING REPORT - PART I

UNIT: 307th Air Refueling Squadron MONTH: December PAGE NO.: 3 NO. OF PAGES: 3 CONTROL SYMBOL: 4-AC-T12

A. GENERAL				B. RENDEZVOUS			C. REFUELING														D. NAVIGATION										E. CREW PROF.						
1	2	3	4	5	6	7	8														9					10					11					12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 48		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-6		REFUELINGS														DRY HOOK-UPS		NIGHT CELESTIAL					OTHER LEGS					EMERGENCY PROCEDURE	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	REST	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	ATT.	SUCC.	1	2	3	4	5	NO. OF LEC'S	DAY CEL.	GRID	CEL.	RADAR	PRESSURE ALTITUDE								
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
1-25	1-0097	-	-	AC	90%	30	N	90%	44	FE	90%	52	EO	X	44																						
TOTAL		-	70	453	-	-	10	09	-	-	84	85	79	80	-	-	-	08	07	14	14	05	05	398	390	38	-	-	-	-	03	08	08	20	-	44	
ALL TRG																																					

SAC FORM 36 1 NOV 54 PREVIOUS EDITIONS ARE OBSOLETE. Air Force - SAC, Offutt O-443(55) 63-1631 (When Filled In) **CONFIDENTIAL**

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SAC FORM 36a PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, Offutt O-614(SS) 6C-1631

(When Filled In) **CONFIDENTIAL**

(When Filled In)

SAC FORM 36a

PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, Offutt O-614/35

(When Filled In)

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JET CREW AIR TRAIN REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) MONTH: DECEMBER PAGE NO.: 1 NO. OF PAGES: 4 REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING														C. NAVIGATION														
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS				7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	SPI	VISUAL	USDA RUNS	HQA LEVEL DELAY	BOMB RELEASE	REMARKS	1	2	3	4	5	NO. OF LESS	DAY CEL.	GRID	CEL.	RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34		36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	
R30	Negative (No flight as a crew this month)																															
R01	B47E	02	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	
R34	Negative (No flight as a Standby crew this month, Upgraded 27 September 1955)																															
R40	B47E	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R02	B47E	02	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	
R02	B47E	03	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	
R03	B47E	03	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	
R04	Negative (No flight as a crew this month)																															
R05	B47E	03	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R06	B47E	02	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R08	B47E	02	09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R11	B47E	05	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	
R33	B47E	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R34	B47E	05	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	
R35	B47E	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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60-1630

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JET CREW AIR TRAIN REPORT - PART I

UNIT: 307TH BOMBARDMENT WING (M) MONTH: DECEMBER PAGE NO.: 2 NO. OF PAGES: 4 REPORTS CONTROL SYMBOL: 3-SAC-T12

A. GENERAL				B. BOMBING												C. NAVIGATION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
1 CREW NUMBER	2 TYPE AND MODEL AIRCRAFT	3 NUMBER OF SORTIES	4 FLYING TIME	5 VISUAL RELEASES										6 PHOTO-SCORED ATTACKS		7 DDA RUNS	8 HIGH LEVEL BREAKAWAY	9 BOMB RELEASE (7-99)	10 NIGHT CELESTIAL					11 OTHER LEGS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
				1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL GPI				VISUAL	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID CEL. RADAR	PRESSURE PATTERN																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95-99	100-104	105-109	110-114	115-119	120-124	125-129	130-134	135-139	140-144	145-149	150-154	155-159	160-164	165-169	170-174	175-179	180-184	185-189	190-194	195-199	200-204	205-209	210-214	215-219	220-224	225-229	230-234	235-239	240-244	245-249	250-254	255-259	260-264	265-269	270-274	275-279	280-284	285-289	290-294	295-299	300-304	305-309	310-314	315-319	320-324	325-329	330-334	335-339	340-344	345-349	350-354	355-359	360-364	365-369	370-374	375-379	380-384	385-389	390-394	395-399	400-404	405-409	410-414	415-419	420-424	425-429	430-434	435-439	440-444	445-449	450-454	455-459	460-464	465-469	470-474	475-479	480-484	485-489	490-494	495-499	500-504	505-509	510-514	515-519	520-524	525-529	530-534	535-539	540-544	545-549	550-554	555-559	560-564	565-569	570-574	575-579	580-584	585-589	590-594	595-599	600-604	605-609	610-614	615-619	620-624	625-629	630-634	635-639	640-644	645-649	650-654	655-659	660-664	665-669	670-674	675-679	680-684	685-689	690-694	695-699	700-704	705-709	710-714	715-719	720-724	725-729	730-734	735-739	740-744	745-749	750-754	755-759	760-764	765-769	770-774	775-779	780-784	785-789	790-794	795-799	800-804	805-809	810-814	815-819	820-824	825-829	830-834	835-839	840-844	845-849	850-854	855-859	860-864	865-869	870-874	875-879	880-884	885-889	890-894	895-899	900-904	905-909	910-914	915-919	920-924	925-929	930-934	935-939	940-944	945-949	950-954	955-959	960-964	965-969	970-974	975-979	980-984	985-989	990-994	995-999	1000-1004	1005-1009	1010-1014	1015-1019	1020-1024	1025-1029	1030-1034	1035-1039	1040-1044	1045-1049	1050-1054	1055-1059	1060-1064	1065-1069	1070-1074	1075-1079	1080-1084	1085-1089	1090-1094	1095-1099	1100-1104	1105-1109	1110-1114	1115-1119	1120-1124	1125-1129	1130-1134	1135-1139	1140-1144	1145-1149	1150-1154	1155-1159	1160-1164	1165-1169	1170-1174	1175-1179	1180-1184	1185-1189	1190-1194	1195-1199	1200-1204	1205-1209	1210-1214	1215-1219	1220-1224	1225-1229	1230-1234	1235-1239	1240-1244	1245-1249	1250-1254	1255-1259	1260-1264	1265-1269	1270-1274	1275-1279	1280-1284	1285-1289	1290-1294	1295-1299	1300-1304	1305-1309	1310-1314	1315-1319	1320-1324	1325-1329	1330-1334	1335-1339	1340-1344	1345-1349	1350-1354	1355-1359	1360-1364	1365-1369	1370-1374	1375-1379	1380-1384	1385-1389	1390-1394	1395-1399	1400-1404	1405-1409	1410-1414	1415-1419	1420-1424	1425-1429	1430-1434	1435-1439	1440-1444	1445-1449	1450-1454	1455-1459	1460-1464	1465-1469	1470-1474	1475-1479	1480-1484	1485-1489	1490-1494	1495-1499	1500-1504	1505-1509	1510-1514	1515-1519	1520-1524	1525-1529	1530-1534	1535-1539	1540-1544	1545-1549	1550-1554	1555-1559	1560-1564	1565-1569	1570-1574	1575-1579	1580-1584	1585-1589	1590-1594	1595-1599	1600-1604	1605-1609	1610-1614	1615-1619	1620-1624	1625-1629	1630-1634	1635-1639	1640-1644	1645-1649	1650-1654	1655-1659	1660-1664	1665-1669	1670-1674	1675-1679	1680-1684	1685-1689	1690-1694	1695-1699	1700-1704	1705-1709	1710-1714	1715-1719	1720-1724	1725-1729	1730-1734	1735-1739	1740-1744	1745-1749	1750-1754	1755-1759	1760-1764	1765-1769	1770-1774	1775-1779	1780-1784	1785-1789	1790-1794	1795-1799	1800-1804	1805-1809	1810-1814	1815-1819	1820-1824	1825-1829	1830-1834	1835-1839	1840-1844	1845-1849	1850-1854	1855-1859	1860-1864	1865-1869	1870-1874	1875-1879	1880-1884	1885-1889	1890-1894	1895-1899	1900-1904	1905-1909	1910-1914	1915-1919	1920-1924	1925-1929	1930-1934	1935-1939	1940-1944	1945-1949	1950-1954	1955-1959	1960-1964	1965-1969	1970-1974	1975-1979	1980-1984	1985-1989	1990-1994	1995-1999	2000-2004	2005-2009	2010-2014	2015-2019	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	2045-2049	2050-2054	2055-2059	2060-2064	2065-2069	2070-2074	2075-2079	2080-2084	2085-2089	2090-2094	2095-2099	2100-2104	2105-2109	2110-2114	2115-2119	2120-2124	2125-2129	2130-2134	2135-2139	2140-2144	2145-2149	2150-2154	2155-2159	2160-2164	2165-2169	2170-2174	2175-2179	2180-2184	2185-2189	2190-2194	2195-2199	2200-2204	2205-2209	2210-2214	2215-2219	2220-2224	2225-2229	2230-2234	2235-2239	2240-2244	2245-2249	2250-2254	2255-2259	2260-2264	2265-2269	2270-2274	2275-2279	2280-2284	2285-2289	2290-2294	2295-2299	2300-2304	2305-2309	2310-2314	2315-2319	2320-2324	2325-2329	2330-2334	2335-2339	2340-2344	2345-2349	2350-2354	2355-2359	2360-2364	2365-2369	2370-2374	2375-2379	2380-2384	2385-2389	2390-2394	2395-2399	2400-2404	2405-2409	2410-2414	2415-2419	2420-2424	2425-2429	2430-2434	2435-2439	2440-2444	2445-2449	2450-2454	2455-2459	2460-2464	2465-2469	2470-2474	2475-2479	2480-2484	2485-2489	2490-2494	2495-2499	2500-2504	2505-2509	2510-2514	2515-2519	2520-2524	2525-2529	2530-2534	2535-2539	2540-2544	2545-2549	2550-2554	2555-2559	2560-2564	2565-2569	2570-2574	2575-2579	2580-2584	2585-2589	2590-2594	2595-2599	2600-2604	2605-2609	2610-2614	2615-2619	2620-2624	2625-2629	2630-2634	2635-2639	2640-2644	2645-2649	2650-2654	2655-2659	2660-2664	2665-2669	2670-2674	2675-2679	2680-2684	2685-2689	2690-2694	2695-2699	2700-2704	2705-2709	2710-2714	2715-2719	2720-2724	2725-2729	2730-2734	2735-2739	2740-2744	2745-2749	2750-2754	2755-2759	2760-2764	2765-2769	2770-2774	2775-2779	2780-2784	2785-2789	2790-2794	2795-2799	2800-2804	2805-2809	2810-2814	2815-2819	2820-2824	2825-2829	2830-2834	2835-2839	2840-2844	2845-2849	2850-2854	2855-2859	2860-2864	2865-2869	2870-2874	2875-2879	2880-2884	2885-2889	2890-2894	2895-2899	2900-2904	2905-2909	2910-2914	2915-2919	2920-2924	2925-2929	2930-2934	2935-2939	2940-2944	2945-2949	2950-2954	2955-2959	2960-2964	2965-2969	2970-2974	2975-2979	2980-2984	2985-2989	2990-2994	2995-2999	3000-3004	3005-3009	3010-3014	3015-3019	3020-3024	3025-3029	3030-3034	3035-3039	3040-3044	3045-3049	3050-3054	3055-3059	3060-3064	3065-3069	3070-3074	3075-3079	3080-3084	3085-3089	3090-3094	3095-3099	3100-3104	3105-3109	3110-3114	3115-3119	3120-3124	3125-3129	3130-3134	3135-3139	3140-3144	3145-3149	3150-3154	3155-3159	3160-3164	3165-3169	3170-3174	3175-3179	3180-3184	3185-3189	3190-3194	3195-3199	3200-3204	3205-3209	3210-3214	3215-3219	3220-3224	3225-3229	3230-3234	3235-3239	3240-3244	3245-3249	3250-3254	3255-3259	3260-3264	3265-3269	3270-3274	3275-3279	3280-3284	3285-3289	3290-3294	3295-3299	3300-3304	3305-3309	3310-3314	3315-3319	3320-3324	3325-3329	3330-3334	3335-3339	3340-3344	3345-3349	3350-3354	3355-3359	3360-3364	3365-3369	3370-3374	3375-3379	3380-3384	3385-3389	3390-3394	3395-3399	3400-3404	3405-3409	3410-3414	3415-3419	3420-3424	3425-3429	3430-3434	3435-3439	3440-3444	3445-3449	3450-3454	3455-3459	3460-3464	3465-3469	3470-3474	3475-3479	3480-3484	3485-3489	3490-3494	3495-3499	3500-3504	3505-3509	3510-3514	3515-3519	3520-3524	3525-3529	3530-3534	3535-3539	3540-3544	3545-3549	3550-3554	3555-3559	3560-3564	3565-3569	3570-3574	3575-3579	3580-3584	3585-3589	3590-3594	3595-3599	3600-3604	3605-3609	3610-3614	3615-3619	3620-3624	3625-3629	3630-3634	3635-3639	3640-3644	3645-3649	3650-3654	3655-3659	3660-3664	3665-3669	3670-3674	3675-3679	3680-3684	3685-3689	3690-3694	3695-3699	3700-3704	3705-3709	3710-3714	3715-3719	3720-3724	3725-3729	3730-3734	3735-3739	3740-3744	3745-3749	3750-3754	3755-3759	3760-3764	3765-3769	3770-3774	3775-3779	3780-3784	3785-3789	3790-3794	3795-3799	3800-3804	3805-3809	3810-3814	3815-3819	3820-3824	3825-3829	3830-3834	3835-3839	3840-3844	3845-3849	3850-3854	3855-3859	3860-3864	3865-3869	3870-3874	3875-3879	3880-3884	3885-3889	3890-3894	3895-3899	3900-3904	3905-3909	3910-3914	3915-3919	3920-3924	3925-3929	3930-3934	3935-3939	3940-3944	3945-3949	3950-3954	3955-3959	3960-3964	3965-3969	3970-3974	3975-3979	3980-3984	3985-3989	3990-3994	3995-3999	4000-4004	4005-4009	4010-4014	4015-4019	4020-4024	4025-4029	4030-4034	4035-4039	4040-4044	4045-4049	4050-4054	4055-4059	4060-4064	4065-4069	4070-4074	4075-4079	4080-4084	4085-4089	4090-4094	4095-4099	4100-4104	4105-4109	4110-4114	4115-4119	4120-4124	4125-4129	4130-4134	4135-4139	4140-4144	4145-4149	4150-4154	4155-4159	4160-4164	4165-4169	4170-4174	4175-4179	4180-4184	4185-4189	4190-4194	4195-4199	4200-4204	4205-4209	4210-4214	4215-4219	4220-4224	4225-4229	4230-4234	4235-4239	4240-4244	4245-4249	4250-4254	4255-4259	4260-4264	4265-4269	4270-4274	4275-4279	4280-4284	4285-4289	4290-4294	4295-4299	4300-4304	4305-4309	4310-4314	4315-4319	4320-4324	4325-4329	4330-4334	4335-4339	4340-4344	4345-4349	4350-4354	4355-4359	4360-4364	4365-4369	4370-4374	4375-4379	4380-438

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JET CREW AIR TRAC REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																										
				307TH BOMBARDMENT WING (M)	DECEMBER	4	4	3-SAC-T12																										
A. GENERAL				B. BOMBING										C. NAVIGATION																				
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS			7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF CREW MEMBERS	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL GPH	VISUAL	100% RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (LBS)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN					
6-99	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95-99	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
INA2	AC "G"	CP	"G"	AOB	"G"																													
INA3	AC "G"	CP	"G"	AOB	"G"																													
INT2	AC 75%	CP	"G"	AOB	"G"																													
INT3	AC 50%	11 Hrs	CP	"G"	AOB	"G"																												
INT4	AC "G"	CP	50%	8 Hrs	AOB	"G"																												
XXXX		18	109																															
COMBAT																																		
READY PRCT																																		
NON-READY PRCT																																		
SUB																																		
TOTAL		18	109																															
ALL TNG																																		
TOTAL		111	517																															

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JET CREW AIR TRAIN REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M) MONTH: DECEMBER PAGE NO. 1 NO. OF PAGE 1 REPORTS CONTROL SYMBOL: 3-SAQ-T12

D. GENERAL CREW NUMBER	E. REFUELING																F. GUNNERY										G. CRUISE CONTROL										H. SIM CRSE	
	13 RENDEZVOUS				14 REFUELINGS								15 MAXIMUM LOAD		16 MAXIMUM LOAD TOTALS				17		18		19 PERFORMANCE INDEX				20 MISSIONS				21							
	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT		TOTAL ROUNDS		OVERALL		NO. OF		NO. OF		PERFORMANCE INDEX		MISSIONS									
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	LOADED	FIRE	PERCENT	ATTACKS	MISSILES	1	2	3	4	TOTAL	UNUSUAL		LONG	SHORT	LONG	SHORT	LONG		SHORT
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	25-26	29-34	36-37	39-40	43-44	46-48	50-52	54-55	56-58	60-61	63-64	66-67	68-69	71				
R30	Negative (No flight as a crew this month)																																					
R01																																						
R34	Negative (No flight as a Standboard crew this month, upgraded 27 December 1955)																																					
R40																																						
SUB																																						
TOTAL																																						
R02	01	01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-			
R03	01	*01	01	01	01	01	-	-	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-			
R04	Negative (No flight as a crew this month)																																					
R05	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R06																																						
R08																																						
R31	01	01	01	01	06	06	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-	-	-	-	-	-	-			
R33																																						
R34	01	01	-	-	05	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R35																																						

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JET CREW AIR TRAINING REPORT - PART II

UNIT: 307TH BOMBARDMENT WING (M) MONTH: DECEMBER PAGE NO.: 3 NO. OF PAGES: 4 REPORTS CONTROL SYMBOL: 3-SAC-T12

D. GENERAL CREW NUMBER	E. REFUELING														F. GUNNERY										G. CRUISE CONTROL										H. SIM CRSE
	13. RENDEZVOUS				14. REFUELINGS								15. MAXIMUM LOAD		16. MAXIMUM LOAD TOTALS				17. NO. OF FIGHTER ATTACKS		18. NO. OF GUNNERY		19. PERFORMANCE INDEX				20. MISSIONS				21. SIMULATOR COURSE				
	TOTAL		IN DARKNESS		TOTAL		20,000 FEET OR ABOVE		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT		TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT		NO. OF FIGHTER ATTACKS		NO. OF GUNNERY		PERFORMANCE INDEX		MISSIONS						
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	LOADED	FIRE	1	2	3	4	TOTAL NUMBER	UNUSUAL LONG RANGE	SUPER LONG RANGE	NON-LONG RANGE	SUPER							
6-10	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-24	27-28	31-32	35-36	39-40	43-44	47-48	51-52	55-56	59-60	63-64	67-68	71		
N40																																			
N09																																			
N32																																			
N64																																			
N65	01	01			03	03																													
N68																																			
SUB																																			
TOTAL	01	01			04	04																													
WING																																			
TOTAL	05	05	03	03	19	19			03	03	04	04	04	04																					
IN12	AC	"G"	CP	"G"	AOB	"G"																													
IN13	AC	"G"	CP	"G"	AOB	"G"																													
IN14	AC	"G"	CP	"G"	AOB	"G"																													
IN15	AC	"G"	CP	"G"	AOB	"G"																													
IN16	AC	75%	CP	"G"	AOB	"G"																													
IN39	AC	"X"	18 Hrs	CP	"X"	18 Hrs	AOB	85%	18 Hrs																										
IN71	AC	"G"	CP	"G"	AOB	"G"																													

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JET CREW AIR TRAINING R. 2T - PART III										UNIT										MONTH										PAGE NR										NR OF PAGES										REPORTS CONTROL SYMBOL									
307TH BOMBARDMENT SQUADRON (M)										DECEMBER										3										4										3-SAC-T12																			
I. GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO				L. HIGH ALTITUDE NIGHT PHOTOGRAPHY						M. LOW ALTITUDE NIGHT PHOTOGRAPHY						N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS		P. CREW PROFICIENCY																																	
CREW NUMBER	23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39																										
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.																											
6-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100	101-103	104-106																											
R30																																																											
R01																																																											
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SAC 1 FORM 1 AUG 55 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offort O-92(56)

(When Filled In)

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SAC 1 FORM 184b AUG 58 PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(S6)

(When Filled In)

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AC 1 FORM AUG 55 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt 0-02563

(When Killed In)

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SAC 1 FORM 184b PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, Offutt D-9256

(When Filled In)

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JET CREW AIR TRAINING REPORT PART IV

UNIT: 30TH BOMBARDMENT SQUADRON (B)

MONTH: DECEMBER

PAGE NR: 1

NR OF PAGE: 1

REPORTS CONTROL SYMBOL: 10-10-71

GENERAL R.

40 CREW NUMBER	41 NR OF PILOT PROFICIENCY MISSIONS	42 NR OF PILOT PROFICIENCY HOURS	43 TAKE-OFFS		44 LANDINGS						45 GCA						46 ILAS						47 APPROACHES			48 FORMATION		49 MISCELLANEOUS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
			ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ASSEMBLY	DISPERSE	TOTAL	HIGH ALTITUDE	49 DRY CONTACTS	50 DRY CONTACTS	51 FIGHTER	52 ATTACK	53 WILSON	54	55	56																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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9-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100	101-103	104-106	107-109	110-112	113-115	116-118	119-121	122-124	125-127	128-130	131-133	134-136	137-139	140-142	143-145	146-148	149-151	152-154	155-157	158-160	161-163	164-166	165-167	168-170	171-173	172-174	173-175	174-176	175-177	176-178	177-179	178-180	179-181	180-182	181-183	182-184	183-185	184-186	185-187	186-188	187-189	188-190	189-191	190-192	191-193	192-194	193-195	194-196	195-197	196-198	197-199	198-200	199-201	200-202	201-203	202-204	203-205	204-206	205-207	206-208	207-209	208-210	209-211	210-212	211-213	212-214	213-215	214-216	215-217	216-218	217-219	218-220	219-221	220-222	221-223	222-224	223-225	224-226	225-227	226-228	227-229	228-230	229-231	230-232	231-233	232-234	233-235	234-236	235-237	236-238	237-239	238-240	239-241	240-242	241-243	242-244	243-245	244-246	245-247	246-248	247-249	248-250	249-251	250-252	251-253	252-254	253-255	254-256	255-257	256-258	257-259	258-260	259-261	260-262	261-263	262-264	263-265	264-266	265-267	266-268	267-269	268-270	269-271	270-272	271-273	272-274	273-275	274-276	275-277	276-278	277-279	278-280	279-281	280-282	281-283	282-284	283-285	284-286	285-287	286-288	287-289	288-290	289-291	290-292	291-293	292-294	293-295	294-296	295-297	296-298	297-299	298-300	299-301	300-302	301-303	302-304	303-305	304-306	305-307	306-308	307-309	308-310	309-311	310-312	311-313	312-314	313-315	314-316	315-317	316-318	317-319	318-320	319-321	320-322	321-323	322-324	323-325	324-326	325-327	326-328	327-329	328-330	329-331	330-332	331-333	332-334	333-335	334-336	335-337	336-338	337-339	338-340	339-341	340-342	341-343	342-344	343-345	344-346	345-347	346-348	347-349	348-350	349-351	350-352	351-353	352-354	353-355	354-356	355-357	356-358	357-359	358-360	359-361	360-362	361-363	362-364	363-365	364-366	365-367	366-368	367-369	368-370	369-371	370-372	371-373	372-374	373-375	374-376	375-377	376-378	377-379	378-380	379-381	380-382	381-383	382-384	383-385	384-386	385-387	386-388	387-389	388-390	389-391	390-392	391-393	392-394	393-395	394-396	395-397	396-398	397-399	398-400	399-401	400-402	401-403	402-404	403-405	404-406	405-407	406-408	407-409	408-410	409-411	410-412	411-413	412-414	413-415	414-416	415-417	416-418	417-419	418-420	419-421	420-422	421-423	422-424	423-425	424-426	425-427	426-428	427-429	428-430	429-431	430-432	431-433	432-434	433-435	434-436	435-437	436-438	437-439	438-440	439-441	440-442	441-443	442-444	443-445	444-446	445-447	446-448	447-449	448-450	449-451	450-452	451-453	452-454	453-455	454-456	455-457	456-458	457-459	458-460	459-461	460-462	461-463	462-464	463-465	464-466	465-467	466-468	467-469	468-470	469-471	470-472	471-473	472-474	473-475	474-476	475-477	476-478	477-479	478-480	479-481	480-482	481-483	482-484	483-485	484-486	485-487	486-488	487-489	488-490	489-491	490-492	491-493	492-494	493-495	494-496	495-497	496-498	497-499	498-500	499-501	500-502	501-503	502-504	503-505	504-506	505-507	506-508	507-509	508-510	509-511	510-512	511-513	512-514	513-515	514-516	515-517	516-518	517-519	518-520	519-521	520-522	521-523	522-524	523-525	524-526	525-527	526-528	527-529	528-530	529-531	530-532	531-533	532-534	533-535	534-536	535-537	536-538	537-539	538-540	539-541	540-542	541-543	542-544	543-545	544-546	545-547	546-548	547-549	548-550	549-551	550-552	551-553	552-554	553-555	554-556	555-557	556-558	557-559	558-560	559-561	560-562	561-563	562-564	563-565	564-566	565-567	566-568	567-569	568-570	569-571	570-572	571-573	572-574	573-575	574-576	575-577	576-578	577-579	578-580	579-581	580-582	581-583	582-584	583-585	584-586	585-587	586-588	587-589	588-590	589-591	590-592	591-593	592-594	593-595	594-596	595-597	596-598	597-599	598-600	599-601	600-602	601-603	602-604	603-605	604-606	605-607	606-608	607-609	608-610	609-611	610-612	611-613	612-614	613-615	614-616	615-617	616-618	617-619	618-620	619-621	620-622	621-623	622-624	623-625	624-626	625-627	626-628	627-629	628-630	629-631	630-632	631-633	632-634	633-635	634-636	635-637	636-638	637-639	638-640	639-641	640-642	641-643	642-644	643-645	644-646	645-647	646-648	647-649	648-650	649-651	650-652	651-653	652-654	653-655	654-656	655-657	656-658	657-659	658-660	659-661	660-662	661-663	662-664	663-665	664-666	665-667	666-668	667-669	668-670	669-671	670-672	671-673	672-674	673-675	674-676	675-677	676-678	677-679	678-680	679-681	680-682	681-683	682-684	683-685	684-686	685-

Air Force - SAC, Offutt O-93/56

(When Filled In)

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JET CREW AIR TRAINING REPG. - PART IV UNIT: **30TH BOMBARDMENT WING (M)** MONTH: **DECEMBER** PAGE NO: **2** NO OF PAGES: **4** REPORTS CONTROL SYMBOL: **3-SAC-T12**

GENERAL R.				PILOT PROFICIENCY																								MISCELLANEOUS								
40	41	42	43	44						45						46						47		48		49	50	51	52	53	54	55	56			
CREW NUMBER	NR OF PILOT PROFICIENCY MIS-SIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			APPROACHES		FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	WATER ATTACK MIS-SIONS								
				FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	ALBANESE HOURS	SP1	SYND OUT	TOTAL TIME	HIGH ALTITUDE													
6-10	11-15	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	72-73	75-76	78-79	81-82	84-85	87-88	91-92	93-94	97-98	99-100	101-102	103-104	105-106	107-108	109-110	111-112	113-114	115-116	117-118	119-120
N40	---	---	01	---	01	---	01	---	01	01	01	01	01	01	01	01	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
N09	---	---	02	---	02	---	02	---	---	---	---	---	02	---	---	02	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
N32	---	---	02	---	02	---	02	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
N64	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
N65	---	---	01	---	01	---	01	---	---	---	---	---	---	---	---	01	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
N68	---	---	01	---	01	---	01	---	01	---	---	---	01	---	---	01	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
SUB TOTAL	---	---	21	---	24	25	49	---	06	13	06	01	23	---	07	19	---	01	06	---	02	09	04	31	01	---	---	---	---	---	---	---	---	---	---	
WING TOTAL	---	---	75	---	73	59	134	---	15	22	21	06	46	---	02	22	---	05	10	---	02	12	09	04	01	---	---	---	---	---	---	---	---	---	---	
IN12	AC	"G"	CP	"G"	AOB	"G"																														
IN13	AC	"G"	CP	"G"	AOB	"G"																														
IN14	AC	"G"	CP	"G"	AOB	"G"																														
IN15	AC	"G"	CP	"G"	AOB	"G"																														
IN16	AC	75%	CP	"G"	AOB	"G"																														
IN39	AC	"X"	18 Hrs	CP	"X"	18 Hrs	AOB	85%	18 Hrs																											
IN41	AC	"G"	CP	"G"	AOB	"G"																														

SAC FORM 184c PREVIOUS EDITIONS ARE OBSOLETE. Air Force - SAC, Offutt O-93(56) (When Filled In) **CONFIDENTIAL**

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JET CREW AIR TRAINING REPORT - PART IV

UNIT: 30TH BOMBARDMENT WING (M)

MONTH: DECEMBER

PAGE: 1

NR OF PA: 4

REPORTS CONTROL SYMBOL: 3-SAC-T12

GENERAL		PILOT PROFICIENCY		MISCELLANEOUS																						
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56										
CREW NUMBER	NR OF PILOT PROFICIENCY	NR OF PILOT PROFICIENCY	TAKE-OFFS	LANDINGS			GCA			ILAS			APPROACHES		FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER MISSIONS	52	53	54	55	56		
				ACFT COMDR	CO-PILOT	TOTAL	ACFT COMDR	CO-PILOT	TOTAL	ACFT COMDR	CO-PILOT	TOTAL	ACFT COMDR	CO-PILOT	TOTAL	APPROACHES									FORMATION	
6-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61									
IN42	AC	"G"	CP	"G"	AOB	"G"																				
IN43	AC	"G"	CP	"G"	AOB	"G"																				
IN72	AC	75%	CP	"G"	AOB	"G"																				
IN73	AC	50%	11 Hrs	CP	"G"	AOB	"G"																			
IN74	AC	"G"	CP	50% 8 Hrs	AOB	"G"																				
XXXX	-	-	16	01	16	106113	01	11	12	01	12	15	-	05	06	-	03	15	-	01	01	-	-	-	-	-
COMBAT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON-R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PRACT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	-	16	01	16	106113	01	11	12	01	12	15	-	05	06	-	03	15	-	01	01	-	-	-	-	-
ALL TMS	-	-	91	01	91	165256	01	26	34	22	18	61	-	07	28	-	08	25	-	03	13	11	01	01	-	-
TOTAL	-	-	91	01	91	165256	01	26	34	22	18	61	-	07	28	-	08	25	-	03	13	11	01	01	-	-
47 Total crews reported on																										
27 Combat Ready Crews Reported on, 1 Ready crew upgraded to Standboard, 3 N crews upgraded to Ready Status																										
8 Non-ready crews reported on, 3 N crews upgraded to Ready Status																										
12 IN crews reported on																										

SAC: FORM 184C PREVIOUS EDITIONS ARE OBSOLETE.

6C-1630
0932

Air Force - SAC, Offutt O-9(56) (When Filled In) **CONFIDENTIAL**

*Trans
5-908
(M)*

HISTORY
OF THE
307th Bombardment Wing (M)



LINCOLN AIR FORCE BASE
NEBRASKA

1 JANUARY ~ 29 FEBRUARY 1956

Arch

S16313

RCS: AU-D5

SECRET

3-3910-74
1235-5

0937

SECRET

HEADQUARTERS, EIGHTH AIR DIVISION
Lincoln Air Force Base
Nebraska

ISG

13 APR 1956

SUBJECT: Transmittal of 307th Bombardment Wing Histories

TO : Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

1. Forwarded herewith are Histories for the 307th Bombardment Wing, RCS AU-D5, for period of 1 January 1956 thru 29 February 1956.
2. Upon removal of inclosures, this correspondence may be downgraded to unclassified in accordance with paragraph 25g, AFR 205-1 as amended.

FOR THE COMMANDER:

2 Incls

1. Histories w/ appendix (Trip)
2. Histories w/o appendix

Alfred P. Lista
ALFRED P. LISTA
Maj. U.S.A.F.
ADJUTANT

SECRET

13029

A# L 666 31-152

4-1235-5

0938

COLONEL LOUIS G. THORUP
COMMANDER
OF
307th Bombardment Wing (M)

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Date : 10 April 1956
Name : SSGT D. D. Smith

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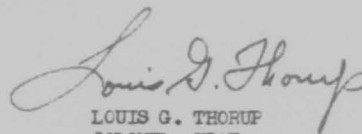
HISTORY OF THE
307TH BOMBARDMENT WING, MEDIUM

1 January - 29 February

1956

This document is prepared by
SSGT Donald D. Smith, Lincoln
Air Force Base Historian, under
the supervision of 2nd Lt Marshall
E. Kushner, Base Histories Officer

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Regulation 205-1, dated 15 December
1953.



LOUIS G. THORUP
COLONEL, USAF
Commander

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HISTORY OF THE
307TH BOMBARDMENT WING (M)
1 January - 29 February 1956

CHAPTER I - ORGANIZATION AND ADMINISTRATION

SECTION I - Mission Developments

The 307th Bombardment Wing (then known as a Group) was activated by President Roosevelt in April 1942, at Geiger Field, Washington and assigned B-17 aircraft. The mission of the 307th at this time was to defend the coast of Alaska against Japan.

In the Christmas of 1942, the 307th Bombardment Group was assigned to the Seventh Air Force in Hawaii and took part in all Central Pacific Campaigns till the end of the war. The 307th Bombardment Group (M) was using B 24's till the summer of 1942.

On November 1945 the 307th Bombardment Group (M) was deactivated only to be reactivated at MacDill Air Force Base, Florida, in 1946 as a Wing replacing the obsolete B-24's with the new B-29's.

The 307th Bombardment Wing (M) then took part in all Standard SAC operations which included Maneuvers and "tours of duty" to Europe and England until the start of the Korean conflict in 1950.

On October 1954, after a successful campaign in Korea with its B 29 Medium Bombers, the 307th Bombardment Wing (M) arrived at Lincoln Air Force Base, Nebraska. Since arriving at Lincoln Air Force Base, the 307th has learned a great deal from the experiences encountered by the 98th Bombardment Wing (M) also stationed at Lincoln.

Personnel and maintenance problems continue to impede progress of the tactical squadrons. Shortages of supply, clerical, and maintenance personnel has placed an added strain on the presently assigned personnel in these respective fields.

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CHAPTER II - PERSONNELSECTION I - Military Personnel Status

The following figures present the personnel authorizations, personnel assigned, and personnel present-for-duty status of the 307th Bombardment Wing of 29 February 1956^{1/}:

<u>Organization</u>	<u>Officers</u>			<u>Airmen</u>		
	<u>Auth</u>	<u>Assgd</u>	<u>PPD</u>	<u>Auth</u>	<u>ASSGD</u>	<u>PPD</u>
Headquarters, 307th Bomb Wing	46	52	49	109	109	101
370th Bombardment Squadron	80	64	45	103	89	82
371st Bombardment Squadron	80	61	46	103	86	80
372nd Bombardment Squadron	80	61	58	103	80	80
307th Air Refueling Squadron	100	83	80	224	223	213
307th Armament & Elect Squadron	13	7	5	341	361	321
307th Field Maintenance Squadron	8	8	8	423	392	362
307th Periodic Maint Squadron	4	3	3	109	101	94
307th Tac Hospital	27	10	10	94	65	60
TOTAL	438	349	304	1609	1506	1393

These figures indicate that there has been an increase of five (5) officers and 174 airmen over the period last recorded. There has also been a marked decrease in personnel present-for-duty.^{2/}

1. REPORT, Lincoln Air Force Base Strength Report, compiled from Morning Reports and prepared by the Statistical Services Section.
2. Refer to Report, "History of the 307th Bombardment Wing (M)," for the period 1 July - 31 December 1955, page 4.

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The aggregate figures of authorized and assigned personnel ^{3/} for the 307th Bombardment Wing are as follows:

<u>Organization</u>	<u>Aggregate Total</u>	
	<u>Auth</u>	<u>Assgd</u>
Headquarters, 307th Bombardment Wing	155	161
370th Bombardment Squadron	183	153
371th Bombardment Squadron	183	147
372nd Bombardment Squadron	183	141
307th Air Refueling Squadron	324	306
307th Armament and Elect Squadron	354	368
307th Field Maintenance Squadron	431	400
307th Periodic Maint Squadron	113	104
307th Tac Hospital	121	75
TOTAL	2047	1855

COMBAT CREW RESOURCES: As of 29 February 1956, there were 20 combat ready KC-97 refueling crews. There is one crew in training at this time with upgrading date set for 1 May 1956. ^{4/}

Crew IM13 (to be upgraded in May 1956) check out complete except for engineer. The engineer failed the AFSC upgrading exam and is scheduled for re-examination the next cycle.

^{5/} Combat ready crews assigned as of 29 February 1956 are listed as follows: T01, T03, T04, T05, T06, T07, T08, T09, T10, T11, T12, T14, T17, T18, T19, T20, T22, T23, T24, T25.

3. Report, IAFB Strength Report, prepared by Statistical Services Sec.
4. Report, Refueling Air Training Report, RCS: 4-SAC-T-12, prepared by the 307th Air Refueling Squadron for the month of February. Appendix #1 of Operational Annex.

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There were no crews upgraded in February, although crew 5/ N68 was upgraded to R68 on 31 January 1956. This brought the total of combat crews up to 27 ready crews and 19 non-ready 6/ crews.

Listed below are the two new crews and the dated up-grading:

Crew In 46 7/ formed 20 February 1956

Crew IN 76 formed 10 February 1956

Four of the above non-ready crews have not yet completed their full requirements for up-grading. (SAC Reg 51-19).

OFFICER: 8/ As of 29 February 1956, there were 348 officers assigned. Based upon the authorization of 438 officers for the 307th Bombardment Wing (M). 338 of the assigned are effectively assigned. The Wing was 77.9 percent bodily manned and 77.8 percent effectively manned.

The specific soft spots in officer manning were:

Armament and Electronics Officers: There were only seven officers assigned, including the return of the one officer on loan to the 98th Armament and Electronics 9/ Squadron. There are 13 authorized and needed.

5. Historical Report, prepared by the 307th Bombardment Wing dated February 1956.
6. Ibid
7. Wing Commanders Remarks, dated February, 1956, prepared by the 307th Bombardment Wing (M), Appendix 11
8. Ibid
9. Historical Report prepared by the 307th Armament and Electronics Maintenance Squadron, February 1956.

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The following listed authorized and assigned Air Force Specialty Codes are below Second, Eighth and Fifteenth Air Forces average in it's ^{10/}career field.

<u>Authorized</u>	<u>Assigned</u>
7 - 3234 (Armament System Officers)	4
1 - 3216 (Armament System Staff Officer)	0
1 - 32000 (Warrant Officer)	0
1 - 3054 (Air Electronics Officer)	0

COMMUNICATIONS OFFICER: The Communications Officer of the 307th Air Refueling Squadron was transferred PCS on 1 January 1956. Request for a replacement during the past month by the 307th Bombardment Wing (M) has proved fruit-^{11/}less, at present a Master Sergeant is filling the slot.

AIRMEN: As of 29 February 1956, there were 1485 airmen assigned to the 307th Bombardment Wing. Having^{12/} just 92.3 percent of the total authorized strength, which is 1609, this Wing has a critical shortage of personnel at this time. Of the 1485 airmen assigned only 68.2 percent are effective. This means that only 1098 airmen are working in the right^{13/} career field.

10. Ibid

11. Ibid

12. Historical Report prepared by the Directorate of personnel, dated February 1956, 307th Bombardment Wing (M)

13. Ibid

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ON-THE-JOB TRAINING:

During this last reporting period, one hundred and eighty four (184) airmen were placed on OJT from the 307th Bombardment Wing (M). Seventy six (76) airmen have completed their on-the ^{14/} job training as of this date.

During this period four (4) airmen were upgraded from the one (1) level to the three (3) level. Sixty six (66) airmen were upgraded from the three (3) level to the five (5) level. Three (3) airmen were upgraded from the five (5) level to the seven (7) level.

SCHOOLING:

Eighteen (18) officers entered Advanced Survival Training at Stead Air Force Base during January 1956. One officer attended the Staff Officer ECM Familiarization Course.

One officer entered Staff and Commander's Management Course. Three officers entered Squadron Officers Course at Maxwell Air Force Base. One officer completed ABC portion of Course 123100B at McConnell Air Force Base.

During the past two months, there were twenty two (22) need- ^{15/} ed formal school quotas received by the 307th Bombardment Wing (M) of which 21 of these were filled.

In the future, all airmen available will be sent to relieve the malassigned AFSC situation.

14. Historical Report prepared by the 307th Director of Personnel dated February 1956.

15. Ibid

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KEY PERSONNEL: The following is a chronological presentation of the changes and activities of the key personnel in the 307th Bombardment Wing (M). 16/

Lt Colonel Benson was assigned as the 307th Bombardment Wing Project Officer for Eighth Air Force Operation "Swan Dive". Lt Colonel Benson is now the Squadron Commander of the 372nd Bombardment Squadron, replacing Lt Colonel A. E. Aenschbacher. 17/

On January 19, 1956 Colonel Louis G. Thorup, Wing Commander and Lt Colonel Karl Y. Benson Jr, Commander of the 372nd Bombardment Squadron, 307th Bombardment Wing (M), went to Westover Air Force Base, Massachusetts for three (3) days for purpose of briefing on mission "Swan Dive". 18/

January '6, 1956 Lt Colonel Everett B. Thurlow, Commander of the 307th Air Refueling Squadron, 307th Bombardment Wing (M) went to Smokey Hill Air Force Base, Kansas for three (3) days to attend a conference on mission "Swan Dive". 19/

January 22, 1956 Colonel Ernest C. Hardin Jr, Deputy Commander of the 307th Bombardment Wing, went to Chanute Air Force Base, Illinois for 14 days to attend a Staff and Commanders Maintenance Management Course.

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- 16. Historical Report, prepared by the 307th Director of Operations, dated February 1956, Par 3c.
 - 17. Letter Orders 28, Parl, dated 18 Jan 1956, Headquarters 818th Air Division, Appendix 14
 - 18. Letter Orders 21, Par 2, dated 14 Jan 1956, Headquarters 818th Air Division, Appendix 15
 - 19. Letter Orders 853, Par 2, dated 29 Dec 1955, Headquarters 818th Air Division, Appendix 16

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19/
Colonel Louis G. Thorup, Commander of the 307th Bombardment Wing (M), and Lt Colonel Karl Y. Benson Jr, Commander of the 372nd Bombardment Squadron, went to Westover, Air Force Base, Mass for five (5) days to attend a conference on Pace Setter III.

20/
Colonel Ernest C. Hardin Jr, Deputy Commander of the 307th Bombardment Wing and Colonel Robert W. Christy, Director of Operations were appointed member of the Local Flying Evaluation Board.

21/
On January 1956, the following named Officers attended a Commanders briefing at Westover, Air Force Base, Mass:

Colonel Louis G. Throup, Commander of the 307th Bombardment Wing.
Colonel Ralph G. Vaughan, Director of Material
Lt Colonel Wilmot E. Y. Paxton
Lt Colonel Arthur E. Aenchbacher, Commander 307th Field Maint Squadron
Lt Colonel Delos E. Richard, Commander of 371st Bombardment Squadron
Lt Colonel Roy R. Showalter Jr, Commander 370th Bombardment Squadron
Lt Colonel Karl Y. Benson Jr, Commander 372nd Bombardment Squadron

22/
On the 27 February 1956 Colonel Ralph G. Vaughan, Director of Material, went to Hunter Air Force Base, Georgia, for five (5) days for a familiarization course on the RB-47, and then to Pinecastle Air Force Base, Florida in connection with the Emergency War Plan.

23/
Lt Colonel Wilmot E. Y. Paxton was relieved assignment with the 307th Headquarters Bombardment Wing and assigned Headquarters 818th Air Division on this Base.

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19. Letter Orders No. 78, Headquarters 818th Air Division dtd 17 February 1956, Appendix 17
 20. Special Orders No 45, 818th Air Division, dtd 24 February 1956 Appendix 18
 21. Letter Orders No 856, 818th Air Division, dtd 30 December 1956 Appendix 19
 22. Letter Orders No 91, 818th Air Division, dtd 24 February 1956 Appendix 20
 23. Special Orders No 37, Headquarters 818th Air Division, dtd 14 February, Appendix 21

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CHAPTER III - OPERATIONS AND TRAINING

SECTION I - FLYING TRAINING

The combat readiness date for the 307th Bombardment Wing (M) has been set for 1 April 1956, and the Wing is required to have ³²~~45~~ combat ready B-47 crews and a minimum of 20 KC-97 refueling tankers. ¹

The 307th Bombardment Wing's conversion program has continued to progress rapidly during these past two months. Two simulated type missions were flown in January and February. Pace-Setter II and Swan Dive.

The order of priority of the Wing's flying training program was established as follows: ²

1. Accomplishment of Air Force Regulation 60-2, flying training requirements.
2. Fulfill the requirements of SAC Regulation 51-60.
3. Operation Hi Jinks
4. USCM
- 4a. Pace Setter II
5. 8th Air Force Stand Board Check
6. Non Ready Crew Training
7. Ready crew training
8. Staff
9. Ferry

-
1. Message (Confidential), ODT4 31370, Headquarters Eighth Air Force, dated 8 November 1955.
 2. Wing Commanders Remarks, "RCS": 1-55 prepared by the 307th Bombardment Wing, first to twenty ninth February 1956.

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Following is a summary of each of the tactical squadrons, 370th Bombardment Squadron, 371st Bombardment Squadron, 372nd Bombardment Squadron, up to and including 29 February 1956: OPERATION AND TRAINING. The assigned and authorized strength of the 370th Bombardment operation and training section is as follows:

	ASGD	AUTH		ASGD	AUTH
Operations Officer	1	1	Operations Specialists	2	1
Pilots	35	44	Clerk Typists	0	2
Observers	16	24	Electronics Officer	1	1
Airman (Flying)	0	16	Special Weapons Officer	1	1

There are six (6) Pilots and four (4) Observers attached to this section.

Forty-eight (48) sorties were flown, A total of 293:35 hours. Eight (8) Test Flights, one (1) Ferry flight and eight (8) ordered missions. A USQM mission was flown during the month of February, in which eight (8) of our crews participated. Our 51-19, 50-43 and 50-8 sorties were utilized in training and maintaining the proficiency of the crews in this section.

During the month four (4) crews were given code evaluation. Co-pilots were scheduled for T-1-A and A-5 system and observers had IFM, Ultrasonic and Navigational Training. All crews have completed the 15 hours of basic judo training and crew 10 completed the survival exercise "Operation Chuck Wagon".

This page is a summary of the Historical Report submitted by the 307th Bombardment Wing (M) 370th Operation and Training Section.

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371 Bombardment Squadron, Operations and Training:

The primary effort of this section during this period was devoted to combat crew training as prescribed in SAC Regulation 50-8, SAC Regulation 50-43 and SAC Regulation 51-19.

On 29 February, 9 crews were participating in SAC Regulation 50-8 requirements, two crews were training under SAC Regulation 50-43 and four crews were preparing for combat training under SAC Regulation 51-19.

A total of 50 sorties and 328:10 hours were flown during February. Sorties and hours are broken down as follows:

50-8 Training	10	71:25
50-43 Training	9	54:25
51:19 Training	15	94:50
Ordered Missions	10	94:45
Test Hops	5	11:25
Ferry	1	1:20

The squadron lost 19 sorties, approximately 141 hours due to the weather, maintenance, radar and fuel leaks. No crews were declared combat ready during February.

Three crews were formed during the month. These crews are participating in SAC requirements at present.

On 29 February this organization had 15 crews assigned, nine combat ready, two non-ready, and four on student status.

This page is a summary of the Historical Report submitted by the 307th Bombardment Wing (M) 371st Operation and Training Section.

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372nd Bombardment Squadron:

As of 31 January 1956, the 372nd Bombardment Squadron has a total of 15 crews assigned, eight of which are Combat Ready. All crews have completed SAC Regulation 51-19, ground school and MTD training. The emphasis is being placed on Non-combat Ready crew training so this Squadron will become better qualified toward the goal of the Air Force.

The squadron flew a total of 190:15 hours in the month of January 1956. This is an increase of 55 hours over the total for December.

As of 29 February 1956, we have a total of 15 crews assigned nine of which are combat ready. One crew was upgraded in the month of February.

This squadron flew a total of 275:25 hours in the month of February 1956. This is an increase of 14:55 hours over the total reported in January.

During the last USCM mission the squadron performance was considered outstanding by Higher Headquarters. The 372nd Bombardment Squadron had four of the top six crews from the 307th Bombardment Wing (M), based on overall scoring of this last mission "Swan Dive".

Ground training is a vital factor in the accomplishment of these missions.

This page is a summary of the Historical Report submitted by the 307th Bombardment Wing (M) 372nd Operation and Training Section.

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ACCOMPLISHMENTS OF THE 307TH ARS: The primary mission of the 307th Air Refueling Squadron during the month of January 1956 was to fulfill its original purpose of training, equipping and maintaining crews in readiness to sustain aerial refueling operations and to prepare for assimilation into the Strategic Air Command World Wide Mobility Plan.

The goal of Operations and Training for January 1956 was to comply with support commitments and maintain the normal stress of Air and Ground Training. Squadron air crew training resulted in a combat readiness status of 20 "T" crews and 1 "DM" crew. January's 94 training sorties totalled 458 flying hours, all of which were directed towards accomplishing SAC Regulation 50-8 requirements. Seven Test Flights accounted for an additional 11 flying hours. Total fuel transfer for the month of January was 1,219,910 pounds on 539 credited hookups, 124 wet and 413 dry in a total of 37 sorties. No flying accidents occurred during the month nor was any flying time lost due to adverse weather.

The objectives of flying training for January, were to concentrate on known areas of weakness. Emphasis was placed on training and upgrading of non-combat ready crews, training in seasonal tactics and continuation of training as outlined in SAC Regulation 50-8.

3. Monthly Historical Reports, RCS: AU-D5, prepared by the 307th Air Refueling Squadron for the month of January.
4. Reports, Confidential, "Refueling Air Training Report, RCS: 4-SAC-T-12, prepared by the 307th Air Refueling Squadron for the month of January 1956. Appendix of the Operational Appendix.

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While the proportion of SAC Regulation 50-8 training accomplished is slightly below one third ($\frac{5}{28.2}$), this is a reflection of the hours flown for this period and also reflects the amount of time utilized in support of the conversion training of this wing.

During January, Maintenance activities were devoted to maintaining the 21 squadron aircraft in maximum state of readiness. Shortages of hanger space was increased due to B-47 fuel leak maintenance which required heated buildings for correction. Squadron specialist efficiency was therefore greatly reduced due to the necessity of working out of doors. An insufficient number of operating ground heaters and a loss of personnel also greatly hindered ground maintenance.

In special activities, the squadron successfully accomplished an emergency war plan test. On ⁶3 January 1956, a test of Operations Plans 10A-55 and 44-56 was conducted. All available crews reported to operations and a complete test of plans, including fueling of aircraft, was accomplished successfully.

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5. Reports, Confidential, "Refueling Air Training Report, RCS: 4-SAC-T-12, prepared by the 307th Air Refueling Squadron for the month of January 1956. Appendix of the Operational Appendix.
 6. Monthly Historical Reports, RCSP: AU-D5, prepared by the 307th Air Refueling Squadron for the month of January.

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ACCOMPLISHMENTS OF THE 307TH AIR REFUELING SQUADRON for the month of February: The goal of Operations and Training for February 1956 was to comply with support commitments and maintain the normal stress of air and Ground Training. Higher headquarters missions successfully accomplished during the month were directed toward bomber Air Refueling. Squadron aircrew training resulted in a combat readiness status of 20 "T" crews and 1 "IM" crew. February 112 training sorties totalled 551 flying hours, all of which were directed towards accomplishing SAC Regulation 50-8 requirements. Included in these flying hours were 4:20 directed towards the upgrading of crew IM-13 and 13:55 for purpose of test hops. Total fuel transfer for the month of February was 2,556,825 pounds on 1209 credited hookups, 250 wet, and 959 dry in a total of 66 sorties. No flying accidents occurred during the month but 30 flying hours were lost due to terminal weather being below minimums.

The two (2) commitments for the month of February were operation Swan Dive and Operation Chuck Wagon. Commitment change during operation Swan Dive accounted for flying time exceeding hours programmed. Of the total hours accomplished 42:05 were flown by aircraft and crews from the 26th AREFS from Westover AFB. This squadron has been heavily committed to supporting the SAC Regulation 51-19 check-out program for this wings B-47 crews.

7. Monthly Historical Reports, RCS: AU-D5, prepared by the 307th Air Refueling Squadron for the months of January and February.
8. Ibid
9. Ibid
10. Ibid

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These Air Refueling check-out sorties require extended "pattern" time with one or more receivers which preclude the accomplishment of desired SAC Regulation 50-8 training. The net result of this is to retard the 50-8 program of this squadron.

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OPERATION "SWAN DIVE"

During the month of February, this Wing participated in the higher headquarters directed mission operation order 11/ 16-56 (nickname "Swan Dive"). This operation was a simulated combat mission which was flown sixth of February thru the ninth of February 1956.

This operation was conducted under the supervision of 12/ Lt Colonel Karl Benson Jr., Project and Wings Plans Officer for "Swan Dive".

Swan Dive was the wings major effort during the month of February. It was the first double refueling Unit Simulated Combat Mission flown by the 307th Bombardment Wing (M) and was also a Special Weapons exercise. The special weapons exercise was accomplished as scheduled and was rated as excellent by a Higher Headquarters observer.

Valuable initial experience and confidence in navigating 13/ in semi-polar areas was accomplished.

Due to the inadequate security against sabotage during off duty hours, nine B-47 aircraft were sabotaged by the infiltrating team. This situation has been corrected by adding additional Air Police to this Base.

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11. See Appendix No. 1
 12. Squadron Historical Report prepared by the 307th Bombardment Wing (M) for February. Appendix
 13. Squadron Historical Report prepared by the 370th Bombardment Squadron, 307th Bombardment Wing (M).

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NAVIGATION RESULTS- The navigation results of "Swan Dive" are considered good.

The first cell of the first wave led by Captain Eiland,^{14/} flew the route with excellent navigation scores.

The second cell of the first wave led by Lt Anthony^{15/} completed the night celestial with no difficulties but due to mistaking the edge of the Ice Cap for the Coast of Labrador, the day celestial mission was temporarily off course.

Because of a directed late takeoff, neither cell of the second wave was able to fly a day celestial navigation leg, as a result, a radar navigation leg was flown.^{16/} Navigational difficulty was not experienced by either cell in this wave.

The first cell of the third wave experienced no navigational difficulties. The second cell of wave three, which was a night celestial mission, was incomplete due to a delayed take off.^{17/}

14. Navigation Results prepared by the 307th Bombardment Wing for February. Appendix 5

15. Ibid

16. Ibid

17. Ibid

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BOMBING RESULTS- The bombing results on "Swan Dive" are considered satisfactory. Of the 19 aircraft over the target ^{18/}17 were effective. The two ineffective aircraft will be covered individually in the crew analysis.

The best scores were received by crews R-31 and R-66. Both scores are 300 feet.

Crew R-35 received an unsatisfactory score due to aiming point identification. This error is attributed to observer error.

Crew R-33 made an unsatisfactory bomb run due to the crosshair sticking at the outer limit. Had the observer followed the alternate procedures for fixed angle bombing as outlined in chapter 13 of SAC Manual ^{19/}50-38, the score could have been improved considerably.

Crew R-02 and R36 could not be scored due to insufficient returns on the Scope Photos.

Crew R-60 was not effective due to run being made over wrong complex.

R-03 aborted the bomb run due to the loss of radar presentation. The observer changed fuse ^{20/}2306 three times and each time the fuse blew. This was corrected when the observer discovered a defective FP 2594

18. Bombing Results prepared by the 307th Bombardment Wing (M) Appendix 6

19. Ibid

20. Ibid

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Crew R-67 in aircraft 71, aborted prior to the IP and returned to the base due to the loss of video returns on the ²¹FFI. The reason for the abort is unknown. This malfunction could not be duplicated after landing or on a subsequent K Test Flight.

Photography Accomplishments- Crew R-35 was considered ²²excellent.

Crew R-61 did not accomplish the required photography due to the film sticking in the exposure track of the Camera magazine.

Crew R-11 photos were good, however the crosshairs remained on the offset aiming point through the expiration of this plotting of the bomb burst.

Crew R-70 photos were rated fair due to high gain setting after bomb release.

Crew R-68 photos were rated poor due to low gain setting and interference from exterior light.

Crew R-10 photos were good, even though the crosshair remained in offset.

Crew R-33 did not accomplish the required photos due to the crosshairs sticking as previously ²³explained.

21. Bombing Results prepared by the 307th Bombardment Wing (M) February Appendix 6

22. Ibid

23. Ibid

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Crew R-62 photos are rated fair due to low gain setting.

Crew R-06 photos are rated poor due to the gain setting not being increased after bombs away.

Crew R-66 photos are rated fair due to smeared returns after level off.

Crew R-05 photos were rated fair due to low gain setting.

Crew R-36 and R-02 photos were both poor due to unsatisfactory camera operation.

Crew R-60 did not receive credit for IBDA since the aircraft was not effective due to the bomb run being completed on the wrong complex.

Crew R-03 did not accomplish IBDA due to failure of the FF 259 causing complete loss of radar.

Following is a list of the organizations participating in Swan Dive.

	<u>24</u>
21st Air Division	Brigadier General Sullivan
45th Air Division	Brigadier General Martin
801st Air Division	Brigadier General Wheelus
802nd Air Division	Brigadier General Sutherland
340th Bombardment Wing	Colonel Beck
4050th Air Refueling Wing	Colonel Reynolds
4060th Air Refueling Wing	Colonel Schurter
SAC Liaison Team Harmon	LT Colonel McNelly
SAC Liaison Team Goose	Colonel Bender
8th Reconnaissance Technical Sq.	Major Moon

24. Operations Order 16-56 prepared by Eighth Air Force

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307TH DIRECTORATE OF OPERATIONS
JANUARY AND FEBRUARY

During January this wing flew 792:00 B-47 hours and 469:00 KC-97 hours. SAC Regulation 51-19 ground training was conducted during January and all B-47 IN crew members and fillers were engaged in this training. Phase I-Block Training of SAC Regulation 50-24 also was for KC-97 crews. Four crews of the 307th Air Refueling Squadron completed this training. One additional crew was upgraded to Operational Ready status bringing the Wing to twenty seven (27) ready crews and 17 non-ready crews. The Air Refueling Squadron upgraded two for a total of twenty ready crews.^{25/}

BOMBING AND NAVIGATION: The primary project of the Bombing and Navigation Section during January was in the preparation and execution of operation Pace Setter II.

The wing Target Study Section administered eight hours of target study for each of the three targets on the Pace Setter II operation.

Each Observer was required to accomplish five Ultra-Sonic Trainer runs against the prediction plates.^{26/}

Observers of the wing accomplished 76 RBS runs during the month. The wing circular error for the month was 3424.

25. 307th Directorate of Operations Historical Report for January 1956-Appendix 10 Wing Commanders Remarks

26. Ibid

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Non-ready crew training was the primary training aspect for observers during the month of January. Combat ready crew training was extremely limited.

A quota was received to send two officers and one Airman to the Radar Prediction Course during February 1956. Upon completion of the course the Wing will have an alternate prediction team.

Eighth Air Force Operations Order 35-56, dated 11 January 1956 (Snow Bank) has been received and the Bombing and Navigation Section has been assigned the project of conducting the mission.

Implementation order for Face Setter III has been received. Bombing and Navigation Section will conduct the bombing and navigation phases of the mission.

WING PLANS SECTION: During the month of January regular EWP crew study and review of primary and alternate target assignments were accomplished.

Four new ready crews received their EWP assignments and completed the initial phases of EWP study requirements.

During the latter part of the month the 307th Bombardment Wing Operations Order 16-59 was prepared, assembled and distributed by the Wing Plans Section.

At the end of the month work was in progress on preparation of the B-47 Crew Flimsies for Operation Swan Dive.

27. 307th Directorate of Operation History, dated January 1956

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Following are the accomplishments of crews in accordance with SAC Regulation 51-4: Five combat crews completed six months recheck. One combat crew completed initial standardization check for upgrade to combat ready status. Two individual crew members completed initial standardization check.

All standardization Section Crews participated in Face-setter II and are scheduled to participate in Swan Dive USCM Mission.

INTELLIGENCE BRANCH: During the month of January the Intelligence Section participated in the Wing Bomber Stream Mission, Pace Setter II.

New charts requested for the Wing Briefing Room have been received and set up.

In February: During the month of February this wing flew 852:00 ^{28/} hours B-47 and 535:35 hours KC-97. "Swan Dive" - a Unit Simulated Combat Mission involving twenty two (22) aircraft, was the mission directed by higher headquarters for the month.

^{29/} SAC Regulation 51-19 and 50-43 training was conducted and all IN and N crews were engaged in this training.

SAC Regulation 50-24 was continued for KC-97 crews.

28. 307th Directorate of Operations Historical Report for the month of February 1956.

29. Ibid

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Four crews of the 307 Air Refueling Squadron completed this training. Associated Training was started during February and non-aircrew personnel are being scheduled.

No crews were upgraded to ready status during the month and the total remains at twenty seven ready B-47 crews and twenty ready KC-97 crews.

BOMBING AND NAVIGATION: Swan Dive, the main effort of the month, shows the overall results below.

- (1) 24 aircraft committed
- (2) 17 effective aircraft over target (bombing)
- (3) 9 directed navigation legs (to be flown by cell leader)
- (4) 8 completed

Two B-47 crews completed standardization checks. One KC-97 crew completed a standardization check. One standardization section crew completed preparation for SES. All standardization section crews, both B-47 and KC-97, participated in Mission "Swan Dive".

In anticipation of the replacement of present B-47 aircraft with B-47E aircraft in the wing, special indoctrination courses in new radio communications equipment for B-47 crew members has been coordinated with the A&E Squadron. Instruction will include pre-flight check and airborne operation of the new high frequency ^{30/}radio set, ARC-21 and the AN/ARA 25, automatic direction finder.

30. 307th Directorate of Operations Historical Report for February.

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CHAPTER IV - MATEF TELSECTION I - Maintenance

This section has been working hard to meet the mobility requirements of this wing. The mobility boxes have been made and properly marked and issued to all sections of this organization.

In the Aero Repair Shop, 50 work orders were completed during this report, 20 being retraction tests. The Tire Shop built up 53 tires. The Fuel Cell Repair Shop completed 16 work orders. The Instrument Shop completed 291 work orders. The Electric Shop completed 469 work orders. The Ground Power Shop completed ^{31/}150 work orders.

Ground Power has received 20 new MD-3 power units.

The excessive delay on the Engine Build-up line and unit change work is due to the lack of proper heavy equipment. The 6000 pound crane, presently assigned to this section, is not sufficient to lift a B-47 4360 engine and also the engine build-up section is being hampered by lack of operating space. Both the 98th Bombardment Wing and the 307th Bombardment Wing (M) Build-up are now utilizing the same tear down section. Currently there is room for two engines in this section, also the steam and cleaning room presents a crowded condition. Only one engine can be cleaned at a time. ^{32/}

31. Historical Report prepared by the 307th Field Maintenance Squadron, 307th Bombardment Wing (M) February 1956.

32. Ibid

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A method of pre-soaking carburetors has been devised and will be in use prior to 9 March 1956. This method should cut man hours by 2 two percent.

In the Jet Engine Section, 11 J-47 engines were changed and Six J-47 ^{33/} engines were minor repaired during this period.

Use of the portable jet engine run-up stand has cut engine and new engine installation conditioning time 50%.

The Welding Shop received 36 work order requests during this period and have completed 35. 27 flight line repairable items were received and were all completed. The present backlog now stands at 30 hours, this due to the lack of experienced personnel.

Due to the lack of qualified personnel and inclement weather, painting on the flight line is very difficult. Painting in the shop and docks is still in progress and five work orders were completed in the docks and on the flight line.

In the Parachute Shop 643 back style, 147 chest style and 28 G-8 cargo chutes were repacked and inspected for service during this period. ^{34/} In the Brake Chute Shop, 112 brake chutes and 35 approach chutes were inspected and repacked for service. In the Fabric Shop, 81 items were repaired and returned to aircraft and 343 items manufactured and returned to Base Supply.

33. Historical Report prepared by the 307 Field Maintenance Squadron, 307th Bombardment Wing, February 1956

34. Ibid

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R O S T E R O F K E Y P E R S O N N E L

Colonel Louis G. Thorup.....Commander
Colonel Ernest C. Hardin.....Deputy Commander
Captain Robert W. Gottlieb.....Adjutant
Colonel Ralph C. Vaughan.....Director of Materiel
Captain Harold M. Steifman.....Director of Personnel
Colonel Robert W. Christy.....Director of Operations
Major Leman M. Herridge.....Director of Safety
Major Bruno J. Antonietti.....Comptroller
Lt Colonel Howard G. Johns.....Inspector
Major Charles E. Elue, Jr.....Headquarters Squadron
Lt Colonel Everett E. Thurlow....307th Air Refueling Squadron
Lt Colonel Roy R. Showalter.....370th Bombardment Squadron
Lt Colonel Delos E. Richards.....371st Bombardment Squadron
Lt Colonel Karl Y. Benson.....372nd Bombardment Squadron
Lt Colonel Raleigh D. Smith.....307th Armament and Elect Squadron
Lt Colonel A. E. Aenschbacher.....307th Field Maintenance Squadron
Major Russell R. Mitchell.....307th Periodic Maintenance Squadron
Captain Donald C. Niederlucke....307th Tac Hospital

B I B L I O G R A P H Y

The primary sources of information for this Historical Report were:

1. Navigation Results (Swan Dive)
2. Bombing Results (Swan Dive)
3. Zippo Messages
4. Personnel Strength Report
5. Bomb Accomplishments
6. Operation Order (213-56)
7. Operation Order (16-56)
8. Wing Commanders Remarks
9. 307th ARS Commanders Remarks

The Historian would like to thank the staff of the 307th Director of Operations, especially Lieutenant Colonel Wilmot E. Y. Paxton, for their complete cooperation and support in making the Operations Chapter of this Historical Report complete.

A P P E N D I X

<u>NUMBER OF</u> <u>APPENDIX</u>	<u>SUBJECT</u> <u>MATTER</u>
1	Operation Order 16-56, "Swan Dive", 307th Bomb Wing, dtd Feb 1956
2	Navigation Accomplishments, 307th Bomb Wing, dtd Feb 1956
3	Bomb Accomplishments, 307th Bomb Wing dtd Feb 1956
4	Lincoln AFB Strength Report, 818th Air Div, dtd Feb 1956
5	Navigation Results "Swan Dive" 307th Bomb Wing, Dtd Feb 1956
6	Bombing Results, 307th Bomb Wing, dtd Feb 1956
7	Zippo Message, 307th Director of Personnel, dtd 19 Feb 1956
8	Zippo Message, 307th Director of Personnel, 1307, dtd Feb 1956
9	Operation Order 213-56, "Face Setter II", 307th Bomb Wg, dtd Feb 1956
10	Wing Commanders Remarks, 307th Bomb Wing, Dtd Jan 1956
11	Wing Commanders Remarks, 307th Bomb Wing, Dtd Feb 1956
12	307th ARS, 307th Bomb Wing CommandersRemarks, dtd Jan 1956
13	307th ARS, 307th Bomb Wing Commanders Remarks, dtd Feb 1956
14	Letter Orders No 28, Headquarters 818th Air Div, dtd Jan 1956
15	Letter Orders No 21, Headquarters 818th Air Div, dtd Jan 1956
16	Letter OrdersNo 853, Headquarters 818th Air Div, dtd Dec 1955
17	Letter Orders No 78, Headquarters 818th Air Div, dtd Feb 1956
18	Special Orders No 45, Headquarters 818th Air Div, dtd Feb 1956
19	Letter Orders No856, Headquarters 818th Air Div, dtd Dec 1955
20	Letter Orders No 91, Headquarters 818th Air Div, dtd 24 Feb 1956
21	Special Orders No 37, Headquarters 818th Air Div, dtd Feb 1956

A P P E N D I X

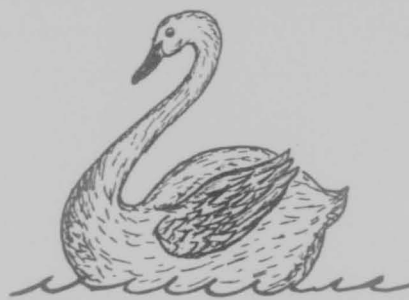
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"SWAN DIVE"



OPERATIONS ORDER 16-56

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

OPERATIONS ORDER

16-56

This Operations Order (Basic)
Consists of 9 Pages

307BW OPORD 16-56
68-1792

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

OPERATIONS ORDER 16-56

CODE NAME "SWAN DIVE" (UNCLASSIFIED)

CHART OR MAP REFERENCES: As Required.

TASK ORGANIZATIONS:

307th Headquarters Squadron	Maj Charles E Blue, Jr
370th Bombardment Squadron	Lt Col Roy R Showalter, Jr
371st Bombardment Squadron	Lt Col Delos E Richard
372nd Bombardment Squadron	Lt Col Arthur E Aenichbacher
307th Air Refueling Squadron	Lt Col Everett B Thurlow
307th Armament & Electronics Sqdn	Lt Col Raleigh D Smith
307th Periodic Maintenance Sqdn	Maj Russell R Mitchell
307th Field Maintenance Sqdn	Lt Col Albert W Lambert
307th Tactical Hospital	1/Lt D C Niederluecke

1. GENERAL SITUATION: A requirement exists to conduct a USCM, Special Weapons and cold weather exercise. The unclassified nickname is "Swan Dive". X-Day is 6 February 1956. (U)

a. Intelligence: See Annex A. (U)

b. Friendly Forces:

(1) 818th Air Division: Will supervise the implementation of this Order. (U)

(2) 818th Air Base Group: Will provide support as required in support of this Operations Order. (U)

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- (3) 1911 AACS Squadron Detachment 2: Will provide tower facilities, Electronic Navigational aids and electronic landing aids. (U)
- (4) Detachment 8, 2nd Weather Squadron: Will supply weather information and conduct required weather briefings. (U)

2. MISSION:

- a. Conduct a USCM for B-47 and KC-97 aircraft as directed herein. (C)
- b. Conduct a Special Weapons exercise as directed herein. (C)
- c. Conduct cold weather exercises as directed herein. (C)

3. TASKS FOR SUBORDINATE UNITS:

- a. 307th Headquarters Squadron:
 - (1) Will accomplish the applicable requirements of Eighth Air Force Operations Plan 16-56. (U)
 - (2) Will plan, brief, control and critique this mission. (U)
 - (3) Will provide necessary support for the successful completion of this mission. (U)
- b. 370th, 371st and 372nd Bombardment Squadrons will:
 - (1) Schedule the aircraft and crews listed in Annex B, to fly this mission as briefed. (U)
 - (2) Execute the mission upon receipt of the Execution Order. (U)
 - (3) Assure that Aircraft Commanders are familiar with Instrument Approach procedures to the following bases: Smoky Hill, Tulsa, Forbes, Ellsworth, McConnell, Whiteman, Lockbourne, and Wright-Patterson. Aircraft Commanders will accomplish a minimum of two (2) link trainer simulated Instrument Approach procedures on Goose, Harmon, Loring and Westover Air Force Bases. (U)

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(4) Accomplish other tasks as specified herein. (U)

c. 307th Air Refueling Squadron:

- (1) Will, upon activation of the Smoky Hill/Lincoln Tanker Task Force, become part of that Task Force. (S)
- (2) Crews and aircraft will not deploy. (C)
- (3) Will accomplish air refueling tasks as directed by the Commander, Smoky Hill/Lincoln Task Force during this mission. (S)
- (4) Will prepare a Squadron Operations Order as directed in Eighth Air Force Operations Order 16-56, in accordance with the provisions of SAC Manual 55-1. (U)
- (5) Will complete cold weather exercise as directed in Eighth Air Force Operations Order 16-56. (C)
- (6) Will provide personnel and support as directed in this Operations Order. (U)

d. 307th Field Maintenance Squadron:

- (1) Will provide necessary personnel and support to launch the required aircraft. (U)

e. 307th Armament & Electronics Squadron:

- (1) Will provide necessary personnel and support to launch the required aircraft. (U)

f. 307th Periodic Maintenance Squadron:

- (1) Will provide necessary personnel and support to launch the required aircraft. (U)

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g. 307th Tactical Hospital:

- (1) Will provide necessary support for the completion of this mission. (U)

X. GENERAL INSTRUCTIONS:

- (1) Flying Safety will take precedence over all other requirements. (U)
- (2) Entire operation will be based on maximum realism, tempered by peacetime practicability and flying safety considerations. (U)
- (3) Twenty-eight (28) B-47 aircraft will be launched as follows: (S)

WAVE	CELL	NO. OF ACFT	HHCT	DAY	DATE
I	1	5	1445Z	X / 1	7Feb56
	2	5	1539Z	X / 1	7Feb56
II	1	5	0245Z	X / 2	8Feb56
	2	4	0339Z	X / 2	8Feb56
III	1	5	1445Z	X / 2	8Feb56
	2	4	1539Z	X / 2	8Feb56

- (4) Number of KC-97 aircraft to be launched will be as directed by Smoky Hill/Lincoln Task Force. (C)
- (5) The 307th Air Refueling Squadron will be indoctrinated in cold weather operations. Special emphasis will be placed on instructing maintenance and flight crew personnel on the provisions of SAC Manual 66-5 and applicable T.O. -1, "All Weather Operations Section". (C)
- (6) Special Weapons: See Annex G. (U)

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- (7) Routes and Schedules: See Annex B. (U)
- (8) Call sign for recall of aircraft is "BEER KEY". (C)
- (9) B-47 aircraft will not fly within 75 miles of Rhinelander, Wisconsin. (C)
- (10) All times in this Operations Order will be "ZULU", unless otherwise specified. (U)
- (11) Weather minimums for take-off will be in accordance with 307th Bomb Wing Regulation 55-5. (U)
- (12) Mission route avoids all danger areas. Aircraft Commanders of aborting aircraft will be responsible to avoid all danger areas if departing briefed routes. (U)
- (13) General Briefing will be at 1600Z, 4 February 1956, in 307th Bomb Wing Briefing Room. (U)
- (14) Station time at aircraft will be three hours and thirty minutes (3:30) before take-off for all B-47 crews. (U)
- (15) Pre-take-off briefings will be held at Base Operations one hour and thirty minutes (1:30) before take-off for all B-47 crews. (U)
- (16) No press release will be made on this operation. (U)
- (17) Each wave of this Operations Order will be executed upon receipt of an Execution Order from Headquarters Eighth Air Force. (U)
- (18) Project Officer for this mission is Lt Colonel Karl Y Benson, Jr., Wing Plans Officer, Extension 8084. (U)

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4. ADMINISTRATION & LOGISTICS:

a. General:

- (1) Administrative and Logistical activities with the exception of Maintenance and Security functions will follow normal schedules. SAC Regulation 400-3, dated 1 March 1954, as amended, will not apply to this mission with the exception of Section IV - Maintenance, and Section XI - Security. (U)
- (2) Maintenance instruction is contained in Annex E herein. (U)
- (3) Security procedures, including anti-sabotage and inspection of aircraft prior to flight, will be in accordance with SAC Regulation 205-8, as amended, and Annex H herein. (U)

b. In the event an AMC Class "B" support team is directed to deploy to this base for 307th Bomb Wing Maintenance support in accordance with SAC Manual 400-3, reception and utilization procedures as contained in Annex B to 307th Bomb Wing Master Mobility Plan will apply. (U)

5. COMMAND AND COMMUNICATIONS:

- a. Command: Normal. (U)
- b. Communications: See Annex C. (U)

ANNEXES:

- A. Intelligence
- B. Air Operations
 - App 2 - Tactics
 - App 2 - Bomb and Nav
 - App 3 - Take-off Data
 - App 4 - Fighter Intercept
 - App 5 - Alternate Airfields

LOUIS G THORUP
Colonel, USAF
Commander

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This page for continuation of Annex Listing and Distribution only.

ANNEXES: (Cont'd)

- C. Communications
- D. Air Refueling
- E. Maintenance
 - App 1 - 818th ABGp
 - App 2 - A&E Maint Time & Fly Schedule
 - App 3 - Overall Tasks for Flt Line Rqmts
 - App 4 - Fld Maint Rqmts
 - App 5 - A&E Rqmts
- F. Weather
- G. Special Weapons
 - App 1 - Ring-Out and Release Schedule
 - App 2 - A/C and Crew Chief Schedule for Weapons Loading
 - App 3 - Flt Crew Data
- H. Security

DISTRIBUTION:

CINCSAC - 3 cys
COMAF 8 - 5 cys
COM HARMON TANKER TASK FORCE - 2 cys
COM SMOKY HILL/LINCOLN TANKER TASK FORCE - 2 cys
COMADIV 818 - 2 cys
COMABGU 818 - 8 cys (4 cys to Base Historian)
COMEW 98 - 1 cy
1911 AACCS DETACHMENT #2 - 1 cy
DET 8, WEATHER SQ - 1 cy

307BW DISTRIBUTION:

307C - 2 cys
307DO - 2 cys
307DM - 2 cys
307DCO - 1 cy
307DS - 1 cy
307DOP - 4 cys
307DOI - 2 cys
307DOC - 1 cy
307DOT - 2 cys
307DOB - 2 cys
370BS - 13 cys
371BS - 13 cys
372BS - 13 cys
307FM - 2 cys
307PM - 1 cy
307AREFS - 2 cys
307AE - 2 cys
307TH - 1 cy

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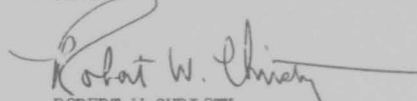
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OFFICIAL:


ROBERT W CHRISTY
Colonel, USAF
Director of Operations

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HEADQUARTERS 10TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX A

TO

OPERATIONS ROOM

10-10

INTELLIGENCE

This Annex Consists of 6 Pages

ANNEX A
307BW OPRD 16-56
68-1792

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX A TO OPERATIONS ORDER 16-56 - INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

(1) Significance of the mission is as stated in paragraph 2 of the Operations Order. (U)

(2) Political, Economic and Psychological. (omitted). (U)

b. Enemy Order of Battle: (omitted) (U)

c. Capabilities of Enemy Forces: (omitted) (U)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

(1) General: As required by Eighth Air Force I C P, 1 July 55. (U)

(2) Specific: (omitted) (U)

b. Means of Obtaining Information:

(1) Interrogation of combat crews immediately after the mission by intelligence officers and staff specialists. (U)

(2) Instructions contained in Eighth Air Force I C P, 1 July 55, will be followed. (U)

c. Means of Reporting EBI: In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded as expeditiously as possible, on Air Force Form 112. (U)

ANNEX A
307BW OPCORD 16-56
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3. INTELLIGENCE ACTIVITIES:

a. Maps and Target Materials:

- (1) Navigational materials will be furnished by Headquarters Eighth Air Force upon request. (U)
- (2) Copies of available target graphics will be forwarded by Headquarters Eighth Air Force. (U)

b. Targets:

- (1) Simulated or prediction material will be exploited to maximum extent. (U)

c. Photographic Requirements:

- (1) Maximum radar photography will be obtained on all targets. (U)
- (2) All photography will be obtained in accordance with the SAC Tactical Doctrine and applicable observer publications. (U)
- (3) Observer's photo logs will be accomplished on all photography obtained in accordance with the provisions of SAC Regulation 95-11. Special emphasis will be placed on the preparation of these logs (SAC Form 284 - 285), to insure that all data required for film identification and for the preparation of special reports (i.e., B-11 report, etc.), is made available to recipients of the logs and corresponding photography. (U)
- (4) Processing and evaluation of all photography will be in accordance with provisions of existing directives. (U)

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307BW OPORD 14-36
65-1792

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d. Survival Intelligence:

- (1) Crew members will be familiar with SAC Regulation 000-2, subject, Forced Landing Procedures in Foreign Countries and Instructions for the Conduct of Aircrew Personnel, dated 29 October 1963. (U)
- (2) All crews participating in this mission will receive a three hour Arctic Survival Briefing on 27 and 28 January. (U)
- (3) The following Air Rescue facilities will be available for this mission:
 - (a) USAF Air Rescue Group.
 1. 6th Air Rescue Group, Pepperell AFB, St Johns, Nfld.
 2. 52nd Air Rescue Sqdn, Harker AFB, Steptenville, Nfld.
 3. 34th Air Rescue Sqdn, Goose Bay, Lab. (U)
 - (b) U. S. Naval fleet units, both surface and air, have search and rescue equipment available at Naval Air Station Argentia, Nfld., and at Naval Air Station, Brunswick, Maine. (U)
 - (c) The Royal Canadian Air Force will provide surface facilities and aircraft for search and rescue purposes from the following locations:
 1. 111 C&R Flight, RCAF Station, Winnipeg, Man.
 2. 102 C&R Flight, RCAF Station, Trenton, Ont.
 3. 103 Rescue Unit, RCAF Station, Greenwood, Ont.

ANNEX A
307BW OPORD 16-66
6S-1792

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1. 107 Record Unit, WAF Station, Torrey, Nfld.

2. Station Flight, RCAF Station, Goosebay, Lab. (U)

4. REPORTS:

a. The following reports will be submitted in accordance with SAC Manual 55-8, 55-8B and 55-8W.

(1) Distribution A:

(a) B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-81 and M-16. (U)

(b) Reports required in accordance with paragraph 6a(1), SAC Manual 55-8. (U)

(2) Distribution R:

(a) B-17 (do not include Headquarters SAC as an addressee). (U)

(b) B-51 reports will be submitted on all bomb runs. All film and logs will be forwarded to Headquarters Eighth Air Force and Eighth RFE, Westover AFB, Massachusetts, for rescore, ten (10) days after completion of the mission. (U)

(3) JANAP 116 (c) will be complied with. (U)

5. GENERAL:

a. Aircraft Commanders are responsible for the following reports in the event a landing is made at any base other than Lincoln: B-17, B-21, B-51, M-17, M-10 and M-15. (U)

b. In the event a landing is made at a SAC base, Aircraft Commanders should contact the Wing Intelligence Officer and request a debriefing team to debrief the crew and submit the necessary reports. (U)

ANNEX A
307BW OPRD 16-56
63-1732

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c. Special emphasis should be placed on the B-51 report to insure that the film is processed and the B-51 Report forwarded to Headquarters Eighth Air Force, Westover Air Force Base, Massachusetts, and 8 RTS, Westover Air Force Base, Massachusetts. (U)

d. In the event of landing at a non-SAC Base, the Aircraft Commander is responsible for submission of all reports listed in paragraph 3a above. (U)

e. The Wing Intelligence Section has forwarded to Wing Standardization Section, for distribution to each crew, reports folders containing instructions and formats for all reports. (U)

ANNEX A
307BW OPOD 16-56
68-1792

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HEADQUARTERS 30TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX B

TO

OPERATIONS ORDER

16-28

AIR OPERATIONS

This Annex Consists of 3 Pages

ANNEX B
30THW OPORD 16-56
68-1792

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CHIEF ARMS CONTROL WING, WESTERN
LINCOLN AFB FINE BARR, MISSOURI
27 JANUARY 1966

ANNEX B TO OPERATIONS ORDER 16-16 - AIR OPERATIONS

1. GENERAL

a. A profile mission simulating the 30th Bomb Wing assigned BWP mission will be flown from Lincoln AFB to Lincoln AFB including two air refuelings, two celestial navigation legs, self tactics, fighter intercepts, radar camera attacks on four different complexes, communications and reporting procedures, and cruise control procedures. (S)

b. Tanker operations for this mission will be as directed by 30th Bomb Wing Lincoln Tanker Task Force. (U)

c. This is a SAC directed mission and other Wings are participating. Routes and timing are such as to prevent any conflict between Wings. (U)

2. TIMING

a. Attacks will be mounted in three (3) waves of 20, 9 and 9 aircraft, twelve (12) hours between waves. Each wave will consist of two (2) cells, one (1) hour between cells at take-off and approximately 45 minutes between cells at HHCP. HHCP for first cell of first wave is 0100Z X plus 1.

Take-off times will be adjusted to make BWP flow good. (S)

3. Crew assignment and scheduling will be as indicated in Attachments 1, 2 and 3 to this Annex. (U)

4. B-47 crews will carry full overwater emergency equipment, A-1 survival kits and RS-6 radio. (U)

5. The RS-6 radio will be placed in the aircraft and secured in the crawlway prior to the special weapons exercise. (U)

ANNEX B
30TH BW OPED 16-16
65-1792

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6. BOMBING AND NAVIGATION:
 - a. See Appendix 7 to this Annex. (U)
7. ROUTES:
 - a. See Appendix 2 to this Annex. (U)
8. SPECIAL WEAPONS:
 - a. See Annex G. (U)
9. AIR REFUELING:
 - a. See Annex D. (U)
10. TACTICS:
 - a. See Appendix 1 to this Annex. (U)
11. FIGHTER INTERCEPT:
 - a. See Appendix 1 to this Annex. (U)
12. ALTERNATE AIRFIELDS:
 - a. See Appendix 5 to this Annex. (U)
13. TAKE-OFF DATA:
 - a. See Appendix 3 to this Annex. (U)
14. COMMUNICATIONS:
 - a. See Annex G. (U)

ANNEX B
307PW OFORD 16-56
48-1792

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ATTACHMENT 1 TO ANNEX B, OPERATIONS ORDER 16-56 - CREW ASSIGNMENT AND SCHEDULING

FIRST WAVE

(Times are GMT on 7 Feb 56)

	<u>A/C</u>	<u>Crew #</u>	<u>Sqdn</u>	<u>Station Time</u>	<u>Pre T.O. Briefing</u>	<u>Start Engines</u>	<u>T.O. Time North or South</u>	<u>Time Over Lincoln</u>
1st Cell	Hermann	01	370	0115	0315	0415	0445	1700
	Darden	36	371	0115	0315	0416	0446	1652
	Hall	35	371	0115	0315	0417	0447	1714
	Morrison	70	372	0115	0315	0418	0448	1640
	Boudreaux	65	372	0115	0315	0419	0449	1716
2nd Cell	Nordstrom	60	372	0215	0415	0515	0545	1745
	Holden	61	372	0215	0415	0516	0546	1745
	Bifford	37	371	0215	0415	0517	0547	1808
	Brooks	08	370	0215	0415	0518	0548	1734
	Shaver	10	370	0215	0415	0519	0549	1810

ATTACH 1 TO ANNEX B
307BW OPORD 16-56
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ATTACHMENT 2 TO ANNEX B, OPERATIONS ORDER 16-56 - CREW ASSIGNMENT AND SCHEDULING

SECOND WAVE
(Times are GMT on 7 Feb 56)

	<u>A/C</u>	<u>Crew #</u>	<u>Sqdn</u>	<u>Station Time</u>	<u>Pre T.O. Briefing</u>	<u>Start Engines</u>	<u>T.O. Time North or South</u>	<u>Time Over Lincoln (8 Feb)</u>
1st Cell	Webber	33	371	1315	1515	1615	1645	0500
	Hull	62	372	1315	1515	1616	1646	0452
	Mann	67	372	1315	1515	1617	1647	0514
	Peebles	04	370	1315	1515	1618	1648	0440
	Crook	06	370	1315	1515	1619	1649	0514
2nd Cell	Minnick	31	371	1415	1615	1715	1745	0606
	Bowling	38	371	1415	1615	1716	1746	0546
	Gieker	66	372	1415	1615	1717	1747	0608
	Biggs	11	370	1415	1615	1718	1748	0534

ATTACH 2 TO ANNEX B
307BW OPRD 16-56
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ATTACHMENT 3 TO ANNEX B, OPERATIONS ORDER 16-56 - CREW ASSIGNMENT AND SCHEDULINGTHIRD WAVE

(Times are GMT on 8 Feb 56)

	<u>A/C</u>	<u>Crew #</u>	<u>Sqdn</u>	<u>Station Time</u>	<u>Pre T.O. Briefing</u>	<u>Start Engines</u>	<u>T.O. Time North or South</u>	<u>Time Over Lincoln</u>
1st Cell	Pope	30	371	0115	0315	0415	0445	1700
	McCrary	05	370	0115	0315	0416	0446	1652
	Koudsi	03	370	0115	0315	0417	0447	1714
	Wheeler	69	372	0115	0315	0418	0448	1640
	Phillips	68	372	0115	0315	0419	0449	1716
2nd Cell	Sullivan	02	370	0215	0415	0515	0545	1754
	Kohlscheen	71	372	0215	0415	0516	0546	1746
	Hoover	34	371	0215	0415	0517	0547	1808
	Guy	40	371	0215	0415	0518	0548	1734
	Spare			0215	0415	0519	0549	1810
	Spare			0215	0415	0520	0550	1736

ATTACH 3 TO ANNEX B
307BW OPORD 16-56
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DECLASSIFICATION SCHEDULE
ON JANUARY 1994

APPENDIX 2

IV

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EXCLUDED FROM AUTOMATIC DOWNGRADING AND

DECLASSIFICATION SCHEDULE

This Appendix Consists of 3 Pages

APP 2 TO ANNEX B
16-50
68-1742

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- b. In cases where two aircraft have been assigned aiming points in the same complex, a vertical separation of 3,000 feet has been provided. (U)
4. Number one aircraft in the cell will be the lead aircraft (NCA) and the number two aircraft will be the deputy. (C)

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HEADQUARTERS 30TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 3

TO

ANNEX B

OPERATIONS ORDER 16-56

TAKE-OFF DATA

This Appendix consists of 3 pages

APP 3 TO ANNEX B
307BW OPORD 16-56
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HEADQUARTERS NORTH BOMBARDMENT WING, MEDICAL
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1946

APPENDIX 3 TO ANNEX B, OPERATIONS ORDER 16-56 - TAKE-OFF DATA

1. B-47

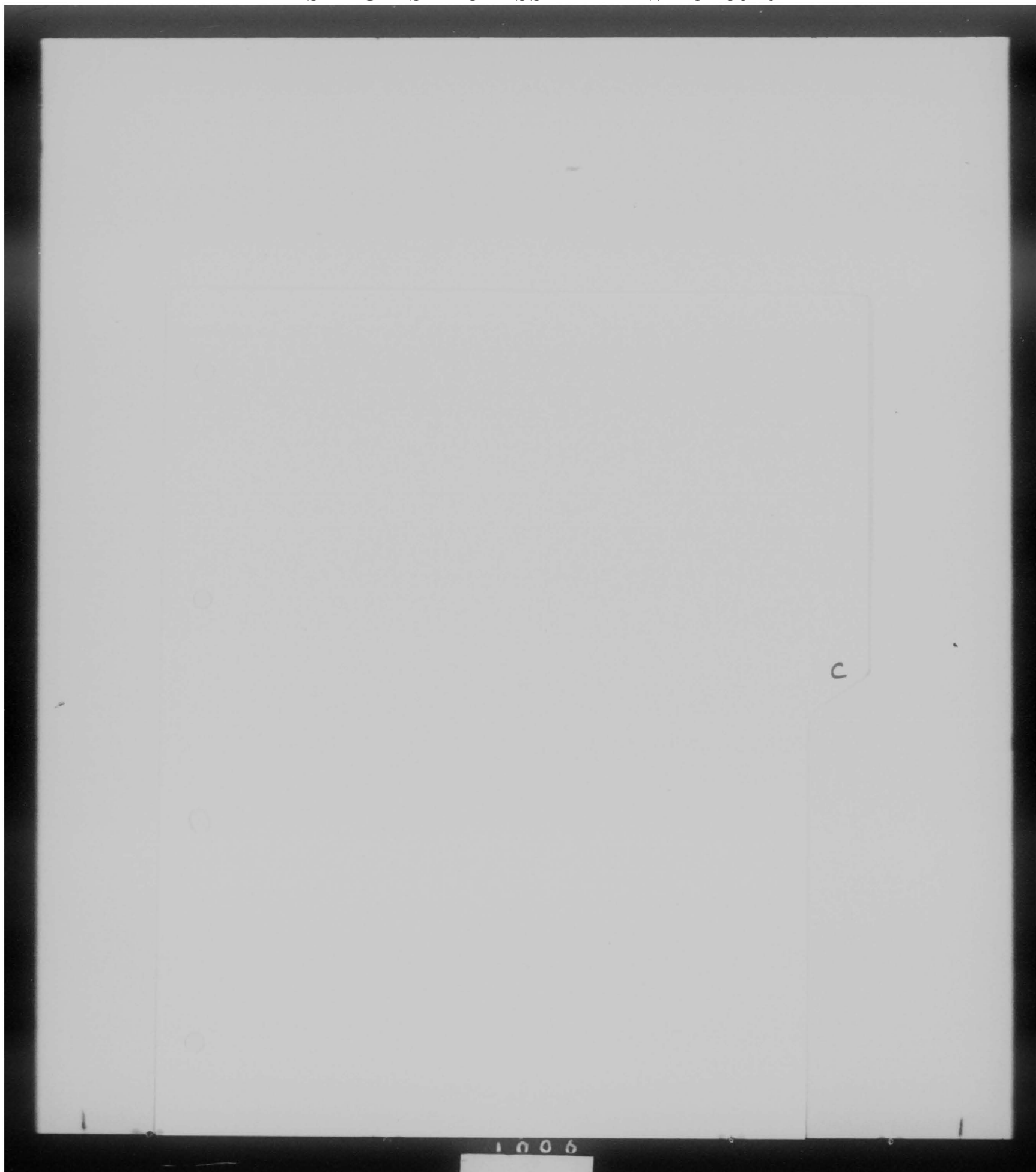
Aircraft Basic Weight	80,000 lbs
Crew Weight	765 lbs
Oil Weight	4,000 lbs
Operating Weight	84,765 lbs
Fuel	
FM	18,000 lbs
CM	18,000 lbs
AM	21,000 lbs
Fwd Aux	9,128 lbs
ATO	3,627 lbs
TOTAL FUEL	69,755 lbs
Initial Gross Weight	154,520 lbs
Start Engine and Taxi Fuel	3,000 lbs
TAKE-OFF GROSS WEIGHT	157,520 lbs
Runway Available	10,600 ft
Critical Field Length	6,400 ft
Pressure altitude	1,200 ft
Outside Temperature	30°
Take-off Distance	5,300 ft

APP 3 TO ANNEX B
307BW OPRD 16-56
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HEADQUARTERS NORTH AMERICAN WING, MEDICAL
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX "B"

II

OPERATIONAL ORDER 16-56

COMMUNICATIONS

This Annex consists of 5 Pages

ANNEX "C"
16-56
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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX "C" TO 307TH OPERATING ORDER 16-56 COMMUNICATIONS

1. GENERAL:

a. SAC Manuals 55-24, 55-28, SAC CMI, Radio Facility Charts, United States, North Atlantic and West Canada, Supplementary Flight Information Document, North America apply unless modified herein. (U)

2. AIRBORNE COMMUNICATIONS:

a. High Frequency:

- (1) Cell leaders will make all HF tactical and ICAC position reports for the cell. (U)
- (2) HF tactical and ICAC reports in the WAC area will be in accordance with SAC Manual 55-24 and SAC CMI. (U)
- (3) Strike reports will be transmitted by each aircraft immediately after bombs away on a signed target. (U)
- (4) HF Channelization will be according to SAC CMI. (U)
- (5) HF control stations for position reporting and strike reports will be as listed in crew fleshy. (U)
- (6) SAC Monitoring Procedure Alfa applies. (U)
- (7) Combined HF/MF/VHF will be used when transmitting ATC reports to Canadian DDT stations. (U)
- (8) HF tactical position reports and strike reports will be addressed as follows: (C)
 - a. Position Reports: CURFEN, LANCER, TRADE BRAVO
 - b. Strike Reports: IRONGATE, TRADE BRAVO

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- (9) AACS air/ground station call signs and frequencies are as listed in current Radio Facility Charts. (U)
- (10) Call signs for HF tactical position reports, ICOM and strike reports will be permanently assigned ROCKY call. (U)
- (11) HF back-up frequency for VHF/UHF within NSAC, Canada and Atlantic areas West of 40 degrees West Longitude is 4724.5 kcs. (U)
- (12) At least one test message will be sent to aircraft on each day of the mission. This message will originate in the 307th Bomb Wing and will be transmitted over AACS air/ground stations facilities during the prescribed monitoring periods. (U)

b. UHF:

- (1) ATC reports will be made by Cell Leaders. (U)
- (2) ATC reporting in Canada will be accomplished by employing cross band reporting procedure. Aircraft will call on 3023.5 kcs and receive on the VHF or low frequency listed for the facility. The VOR receiver will be used in receiving VHF and the radio compass for receiving the low frequency. (U)
- (3) Canadian GCI stations will be used as an alternate means for passing ATC reports within Canada. (U)
- (4) Permanently assigned ROCKY call will be used when making ATC and tactical position reports. (U)
- (5) ATC reports will contain the following as the first words of the text, "SWAN DIVE MISSION ROCKY () RED LIGHT". Appropriate two digit Rocky number and color designation will be inserted. (U)

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- (6) In addition to the above, all ATD reports transmitted to INSAC (CIA) stations will have the following statement included in the remarks section. "Pass this report to CLMSTED Military Flight Service Center". (U)
 - (7) Air refueling channels will be in accordance with SAC Manual 100-1. (U)
 - (8) UHF channelization will be as specified in crew flimsy. (U)
 - (9) The transmit-receive-guard position of the UHF radio will be utilized at all times except when necessary to discontinue the monitoring of guard channel while actually communicating on another channel. (U)
 - (10) When flying within a Canadian ADIZ one aircraft of each cell will contact the Canadian CFI station and monitor 364.2 mcs, UHF channel 10 while in the ADIZ. Aircraft will be determined by the cell leader. (C)
 - (11) Aircraft operating in the NSAC area (Newfoundland-Labrador-Baffin Island area) will contact "Pine Tree Radar" on 364.2 mcs when approaching correlation boundary specified in SAC Regulation 55-14. Identification Zone boundaries will be included in crew flimsy. (C)
 - (12) Interplane frequency will be UHF Channel 11, 341.4 mcs. (U)
3. AUTHENTICATION:
- a. Authentication will be in accordance with AF3AL 5104 (). (U)
4. IFF:
- a. While in cell formation, cell leader will operate IFF on Normal, Mode Two and all other cell aircraft will be on Standby. After cell break-up at UNOP all aircraft will operate IFF on Normal, Mode Two. (C)

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ANNEX "C"
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5. EMERGENCY PROCEDURES:

a. Emergency procedures will be in accordance with ACP's 130 and 135, current Radio Facility Charts and Supplementary Flight Information Documents. (U)

6. NAVIGATIONAL AIDS:

a. Navigational aids will be in accordance with applicable Radio Facility Charts. (U)

7. SECURITY:

a. Communications security will be observed and no clear text transmissions will be made that would reveal unit designation, location, tactics, aircraft type or the nature of the missions. (U)

8. SURVIVAL RADIO, RS-6:

a. The RS-6 Radio Set will be aboard each aircraft on the mission. This radio set will be stowed in the crawl-way of each aircraft prior to the Special Weapons Exercise. Distress Frequency (8364 kcs) will be included in crew flimsy.

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ANNEX "C"
16-56
6S-1792

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HEADQUARTERS 307TH BOMB WING MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 1

TO

ANNEX B

OPERATIONS ORDER 16-56

NAVIGATION AND BOMBING

This appendix consists of 6 pages

App 1 to Annex B
307BW OPORD 16-56
6S-1792

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HEADQUARTERS 307TH BOMB WING MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 1 TO ANNEX B 307TH BOMB WING OPERATIONS ORDER 16-56
NAVIGATION AND BOMBING

1. NAVIGATION:

a. Maps and Charts:

- (1) Jet Charts 18, 19, 20, 29 and 30. (U)

b. Route:

- (1) See Route Overlay, Attachment 2 and Mission Flight Plans
SAC Form 1, Attachments 3 and 5. (U)

c. Control Times:

- (1) HHCP 44-39N 80-38W. (S)

a. First Wave - First Cell 1445Z 7 Feb (x / 1)

First Wave - Second Cell 1536Z 7 Feb (x / 1)

b. Second Wave - First Cell 0245Z 8 Feb (x / 2)

Second Wave - Second Cell 0339Z 8 Feb (x / 2)

c. Third Wave - First Cell 1445Z 8 Feb (x / 2)

Third Wave - Second Cell 1539Z 8 Feb (x / 2)

- (2) Take-off times will be adjusted (based on latest available winds) in order to make HHCP control time good. The NCA, once airborne, will maintain briefed mach numbers throughout his flight and will not attempt to make up or lose time to meet the HHCP time established. (S)

d. Target Times: (Based on climatology winds) (C)

(1) Chicago Targets - HHCP / 0050

(2) Indianapolis Targets - HHCP / 0053

(3) Dayton Target - HHCP / 0046

(4) Louisville Target - HHCP / 0053

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App 1 to Annex B
307BW OPORD 16-56
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e. Control Altitudes: (U)

- (1) Altitude from HHCP to the target will be as indicated in paragraph 2a.

f. Refueling Procedures:

- (1) The lead aircraft in each cell will announce his Rendezvous Point ETA to the Tanker Cell Leader. Tanker aircraft will depart the Orbit Point so as to make the announced ETA good. (C)

g. Navigation Accomplishments:

- (1) Aircraft of the First and Third waves will accomplish two celestial navigation legs in accordance with the provisions of SAC Regulation 51-11. Celestial navigation missions will be accomplished between the following points: (U)

a. Night Celestial:

Nell Refueling
(First Cell)

Betty Refueling
(Second Cell)

Start 48-40N 93-38W (Abeam of International Falls Minn.)

48-24N 92-50W

Turning Pt 53-00N 88-00W

53-00N 88-00W

End 47-42N 69-26W

47-42N 69-26W

b. Day Celestial:

Start 57-42N 61-40W

57-42N 61-40W

End 45-18N 80-01W

45-18N 80-01W

- (2) Aircraft of the Second wave will accomplish two celestial navigation legs in accordance with the provisions of SAC Regulation 51-11. Celestial navigation missions will be accomplished between the following points: (U)

a. Day Celestial:

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Nell Refueling
(First Cell)

Start 48-40N 93-38W (Abeam of International Falls, Minn.)

Turning Pt 53-00N 88-00W

End 47-42N 60-26W

b. Night Celestial

Start 54-00N 51-00W

Turning Pt 57-42N 61-40W

End 51-00N 73-16W

Betty Refueling
(Second Cell)

48-24N 92-50W

53-00N 88-00W

47-42N 60-26W

54-00N 51-00W

57-42N 61-40W

51-00N 73-16W

h. Route Photography:

(1) 0-15 scope photography will be taken of cell formation when the observers scope presents a suitable picture. Pictures will be taken of the refueling, enroute and penetration cells. These photos will be used for training purposes and will be taken with this view in mind. (U)

(2) Magazines with exposed film of cell formations will be handled as classified material. Observers will bring the magazines to the debriefing room after landing. (U)

(3) 0-15 scope photograph will be obtained from the Pre-IP until completion of the bomb run on each of the designated camera targets. Camera mode will be "1:4" from PIP to IP, and "one every other" from IP to Target. (U)

i. Observers will monitor all letdown and landing phases of flight by airborne radar as outlined in SAC Manual 50-38. (U)

2. BOMBING:

a. Each crew will make one camera attack. The DGZ's assigned to each crew are as follows: (S)

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307BW OPORD 16-56
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		Crew	Sqdn	Complex	DGZ	Altitude HHCP to Target	
FIRST WAVE	1st Cell	Herman	370	Dayton	Y-J 5	41M	
		Darden	371	*Indianapolis	J-2	41M	
		Hall	371	Louisville	C 5	41M	
		Morrison	372	Chicago	Y-V 3	41M	
		Poudreaux	372	Louisville	C 8	38M	
	2nd Cell	Nordstrom	372	Indianapolis	J 1	41M	
		Holden	372	Indianapolis	J 5	38M	
		Rifford	371	Louisville	C 7	41M	
		Brooks	370	Chicago	Y-V 6	41M	
		Shaver	370	Louisville	C 9	38M	
	SECOND WAVE	1st Cell	Webber	371	Dayton	X-J 5	41M
			Hull	372	Indianapolis	J 2	41M
			Mann	372	Louisville	C 5	41M
			Poebles	370	Chicago	Y-V 3	41M
Crook			370	Louisville	C 8	38M	
2nd Cell		Minnick	371	Louisville	C 7	41M	
		Bowling	371	Indianapolis	J 1	41M	
		Geiker	372	Louisville	C 9	38M	
		Riggs	370	Chicago	Y-V 6	41M	
		THIRD WAVE	1st Cell	Pope	371	Dayton	X-J 5
McCrary	370			Indianapolis	J 2	41M	
Koudsi	370			Louisville	C 5	41M	
**Wheeler	372			Chicago	Y-V 3	41M	
Phillips	372			Louisville	C 8	38M	
2nd Cell	Sullivan		370	Dayton	X-J 5	41M	
	Kohlscheen		372	Indianapolis	J 1	41M	
	***Hoover		371	Louisville	C 7	41M	
	Guy		371	Chicago	Y-V 6	41M	
	Spare			Louisville	C 9	38M	
			Chicago	Y-V 3	38M		

*Indianapolis DGZ's are Delta type; all others are Bravo.

**Wheeler studies all Chicago DGZ's in addition to all Louisville DGZ's.

***Hoover studies all Louisville DGZ's in addition to all Chicago DGZ's.

b. Bombing Information:

- (1) Offset distances, points, elevations, etc., are covered in Attachment 4 to this Appendix. (U)
- (2) Target information, as to coordinates, elevation, GPI points, etc., are covered in Attachment 4 to this Appendix. (U)
- (3) Primary method of bombing is Radar Offset. (U)

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(4) Bombing Tables: The Mark 6 Mod 6 tables will be used to compute ballistics. The following information will be used in computation of ballistics.

- a. Bravo Targets - Contact Burst
- b. Delta Targets - 2,000 feet Air Burst (S)

3. SCORING:

- a. Navigation: Celestial navigation legs will be scored in accordance with paragraph 4, SAC Reg 51-11. (U)
- b. Bombing: Scoring will be cross-hair placement as evidenced by Radar Scope photography. (U)

4. TESTING:

- a. Observers will be given an examination in accordance with 8AF Reg 50-19, Paragraph 5. Questions will pertain to those portions of the mission which the observer would normally need to know in order to insure the success of the mission. (U)

ATTACHMENTS:

- Attachment 1 - Route Point Designation
- Attachment 2 - Route Map
- Attachment 3 - SAC Forms 1 - 1st Cell "Nell" 3 pages
- Attachment 4 - Bombing Data Sheets 2 pages
- Attachment 5 - SAC Forms 1 - 2nd Cell "Betty" 3 pages

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App 1 to Annex B
307TH OPORD 16-56
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HEADQUARTERS 307TH BOMB WING MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

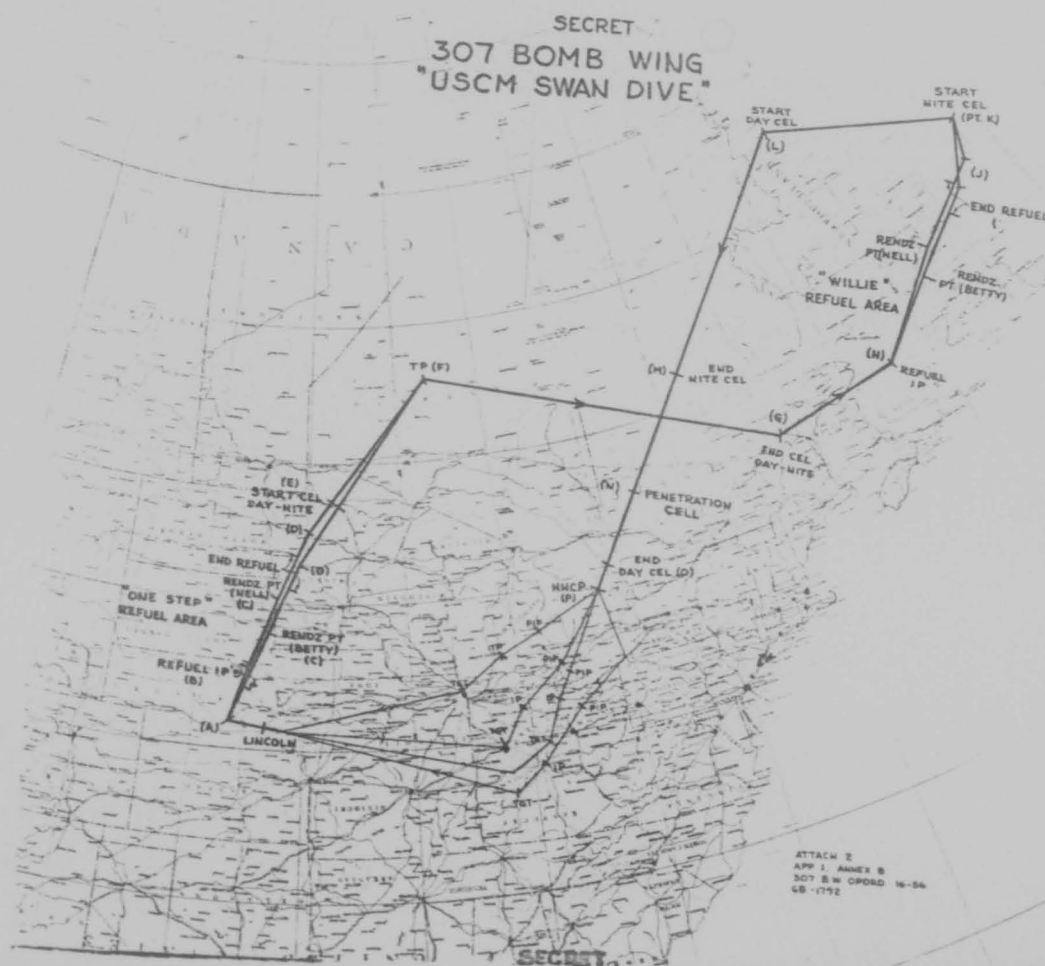
ROUTE POINT DESIGNATION (S)

Alpha - Grand Island, Nebraska
Bravo - Refueling IP - "One Step Refueling Area"
Coca - Rendezvous Pt - "One Step Refueling Area"
Delta - Turning Point
Echo - Start Day-Nite Celestial Navigation Mission as applicable, 1st cell
each wave 48-14N 93-38W, 2nd Cell each wave 48-29N 93-14W
Foxtrot - Turning Point (53-00N 88-00W)
Golf - End day-Nite Celestial Navigation Mission as Applicable (47-42N
69-26W)
Hotel - Refueling IP - "Willie Refueling Area"
India - Rendezvous Point - "Willie Refueling Area"
Juliette - Turning Point
Kilo - Turning Point, Start Night Celestial navigation mission (54-00N 73-27W)
Lima - Cod Island - Start Day celestial Navigation mission (57-42N 61-40W)
Metro - End Night Celestial Navigation Mission (51-00N 73-27W)
Nectar - Start Penetration Cell (47-20N 77-52W)
Oscar - End Day Celestial Navigation Mission (45-18N 80-00W)
Papa - H-Hour Control Point (H-HCP)

Attachment 1 to App 1 to Ann B
307BW OPOD 16-56
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T BOMBARDIER RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	ALT	TYPE AND NO	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)								
307th					B-47E												
PRE-FLIGHT PLAN																	
FROM Lincoln AFB	TO ROUTE	ALT CDR	T.C.	WING DIV	T.H.	VAR.	M.N.	TEMP	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	PRES. FUEL GROSS WEIGHT	DATE OF TAKE-OFF
				DRIVE				ALT									
								30°									
STRT & ACCL																	
10-500, 97-001																	
LEVEL OFF	CL 276			276	-10	245	10,000	945	336	301		10	103	10		70,000	159,575
																	ENGINE START
																	TAKE-OFF TIME
GRAND ISLAND	CR 276			276	-10	245	10,000	945	336	301		10	103	10		70,000	159,575
2-500, 97-001																	LANDING TIME
START ALPS	CR 017			010	-10	360	10,000	945	374	254		10	103	10		70,000	159,575
10-500, 97-001																	DURATION OF F
10-500, 97-001	CL 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
10-500, 97-001	CR 017			009	-10	349	10,000	945	364	264		10	103	10		70,000	159,575
10-500, 97-001																	
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REF ID: A66111

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN

JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	MISSION TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMMAND (Name and Grade)	OBSERVER (Name and Grade)	COPILOT (Name and Grade)
PRE-FLIGHT PLAN								
FROM	TO	T.C.	WIND D.V.	T.H.	VAR.	M.H.	TEMP.	WIND
ROUTE	ALT.	DRIFT						
FUEL FLIGHT PLAN								
GRD DIS	TIME	AIR DIS	ETA	FUEL	GROSS WEIGHT	DATE OF TAKE-OFF		
						ENROUTE START	TAKE-OFF TIME	
						LANDING TIME	DURATION OF FLT	
<p>HMCP - Route #1</p> <p>42-02N 82-57W 280155 4069 10:00 4005 43825 127200</p> <p>DETROIT IF 42-02N 82-57W 280155 4069 10:00 4005 43825 127200</p> <p>41-04N 85-09W 280155 4069 10:00 4005 43825 127200</p> <p>Target 280155 4069 10:00 4005 43825 127200</p> <p>Chicago, Ill 280155 4069 10:00 4005 43825 127200</p> <p>Nebr City 280155 4069 10:00 4005 43825 127200</p> <p>Lincoln AFB 280155 4069 10:00 4005 43825 127200</p>								
<p>HMCP - Route #2</p> <p>42-02N 82-57W 280155 4069 10:00 4005 43825 127200</p> <p>DETROIT IF 42-02N 82-57W 280155 4069 10:00 4005 43825 127200</p> <p>41-04N 85-09W 280155 4069 10:00 4005 43825 127200</p> <p>Target 280155 4069 10:00 4005 43825 127200</p> <p>Indianapolis 280155 4069 10:00 4005 43825 127200</p> <p>Nebraska City 280155 4069 10:00 4005 43825 127200</p> <p>Lincoln AFB 280155 4069 10:00 4005 43825 127200</p>								
<p>HMCP - Route #3</p> <p>42-02N 82-57W 280155 4069 10:00 4005 43825 127200</p> <p>DETROIT IF 42-02N 82-57W 280155 4069 10:00 4005 43825 127200</p> <p>41-04N 85-09W 280155 4069 10:00 4005 43825 127200</p> <p>Target 280155 4069 10:00 4005 43825 127200</p> <p>Dayton, Ohio 280155 4069 10:00 4005 43825 127200</p> <p>38-57N 85-52W 280155 4069 10:00 4005 43825 127200</p> <p>Nebraska City 280155 4069 10:00 4005 43825 127200</p> <p>Lincoln AFB 280155 4069 10:00 4005 43825 127200</p>								

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DECH SWAN DIVE

BOMBING DATA		1		2		3		4		5	
RUN NO.											
NAME	Indianapolis	Indianapolis		Indianapolis		Chicago		Chicago			
Tgt #1	-1 796	Tgt #2	-1 796	Tgt #3	-1 796	Tgt #3	-2 590	Tgt #6	-2 590		
NAME ELEV VAR											
LAT LONG	39°45'51"N 86°07'40"W	39°45'22"N 86°09'40"W	39°47'49"N 86°10'22"W	41°47'15"N 87°51'10"W	41°47'02"N 87°45'15"W						
NAME ELEV VAR	Ft Wayne 0° 801					Grand Rapids 0° 692					
LAT LONG	41°05'N 85°09'W										
NAME ELEV VAR	Marion 0°										
LAT LONG	40°03'N 85°39'W										
NAME ELEV VAR											
LAT LONG											
NAME ELEV VAR											
LAT LONG											
NAME ELEV VAR	Oil Ref Tank	Oil Ref Tank	Harmonizer Tank	Tanks	Ind. Bldg						
LAT LONG	39°45'13"N 86°06'50"W		39°46'49"N 86°10'47"W	41°45'57"N 87°49'47"W	41°45'39"N 87°44'19"W						
S-W	S 38.45 E 39.05	S 911 E 10.465	S 6.071 E 5.46	S 7.895 E 6.289	S 8.401 E 4.205						
PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT		
T. C.	210°					233					
DRIFT	+6					+5					
T. H.	216°					238					
M. H.	216°					237					
G. S.	445					427					
DISTANCE	91					111					
TIME TO	12 Min.					16 Min.					
POSITION											
ELEVATION											
ADJUSTED ALTITUDE											
TRUE ALTITUDE											
D1 - D2											
ADJUSTED TRUE ALTITUDE											
2 A.P. ELEVATION											
ADJUSTED ALTITUDE											
ADJUSTED TRUE ALTITUDE											
TGT ELEV	796	796	796	590	590						
DOWN ALT											
TYPE BOMB	CameraRun	CameraRun	CameraRun	CameraRun	CameraRun						
T. A. S.	467	467	467	467	467						
G FACTOR/INTERVAL											
TRAIL											
A. T. F.											
T. H.											
T. A. S.											
WIND											
TIME											
WIND											
CLASS											
SCHE											
C. E.											
ACFT											
CON											

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Attachment 4 to Appendix 1 to Annex B
304th B. Wj. Opn Order 16-56

1023

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TECH SWAN DIVE

II.		REMARKS DATA									
RUN NO.		1		2		3		4		5	
NAME		Louisville		Louisville		Louisville		Louisville		Dayton	
Tgt 5	-1 549'	Tgt 7	-1 549'	Tgt 8	-1 549'	Tgt 9	-1 549'	Tgt 5	0° 824'		
NAME	ELEV. VAR	NAME	ELEV. VAR	NAME	ELEV. VAR	NAME	ELEV. VAR	NAME	ELEV. VAR	NAME	ELEV. VAR
Cincinnati	890'	Cincinnati		Cincinnati		Cincinnati		Tiffin	+2 800		
LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG
39°05'N	84°23'W							41°07'N	83°13'W		
NAME	ELEV. VAR	NAME	ELEV. VAR	NAME	ELEV. VAR	NAME	ELEV. VAR	NAME	ELEV. VAR	NAME	ELEV. VAR
South Bank R/Bridge								Tanks on Airfield			
LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG	LAT	LONG
38°15'39"N	85°44'13"W			Same				39°54'13.5"N	84°02'11"W		
N-S	E-W	N-S	E-W	N-S	E-W	N-S	E-W	N-S	E-W	N-S	E-W
PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT	PRECOMP	INFLIGHT
227°								209°			
DRIFT								46			
T.H.								215			
W.H.								216			
D.R.								445			
DISTANCE								94			
TIME / TO								13 minutes			
POSITION											
ELEVATION											
MEASURED ALTITUDE											
TRUE ALTITUDE											
D ₂ - D ₁											
ADJUSTED TRUE ALTITUDE											
SEA ELEVATION											
ABSOLUTE ALTITUDE											
ADJUSTED TRUE ALTITUDE											
TGT ELEV											
549'		549		549		549		824			
BOMB ALT											
TYPE BOMB											
Camera Run		Camera Run		Camera Run		Camera Run		Camera Run			
T. A. S.											
467		467		467		467		467			
Q FACTOR/INTERVAL											
TRAIL											
A. T. F.											
T. H.	T. A. S.										
WIND	EX										
THE	FRAME										
NUM	CLASS										
TYPE	C. E.										
ACFT	METHOD OF RELEASE										

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Attachment 4 to Appendix 1 to Annex B
 307th B. W. J. Ops. Order 16-56

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1024

PILOT 1 AND COPILOT			PILOT 2 AND COPILOT			PILOT 3 AND COPILOT			PILOT 4 AND COPILOT			PILOT 5 AND COPILOT			PILOT 6 AND COPILOT			PILOT 7 AND COPILOT			PILOT 8 AND COPILOT			PILOT 9 AND COPILOT			PILOT 10 AND COPILOT			PILOT 11 AND COPILOT			PILOT 12 AND COPILOT			PILOT 13 AND COPILOT			PILOT 14 AND COPILOT			PILOT 15 AND COPILOT			PILOT 16 AND COPILOT			PILOT 17 AND COPILOT			PILOT 18 AND COPILOT			PILOT 19 AND COPILOT			PILOT 20 AND COPILOT			PILOT 21 AND COPILOT			PILOT 22 AND COPILOT			PILOT 23 AND COPILOT			PILOT 24 AND COPILOT			PILOT 25 AND COPILOT			PILOT 26 AND COPILOT			PILOT 27 AND COPILOT			PILOT 28 AND COPILOT			PILOT 29 AND COPILOT			PILOT 30 AND COPILOT			PILOT 31 AND COPILOT			PILOT 32 AND COPILOT			PILOT 33 AND COPILOT			PILOT 34 AND COPILOT			PILOT 35 AND COPILOT			PILOT 36 AND COPILOT			PILOT 37 AND COPILOT			PILOT 38 AND COPILOT			PILOT 39 AND COPILOT			PILOT 40 AND COPILOT			PILOT 41 AND COPILOT			PILOT 42 AND COPILOT			PILOT 43 AND COPILOT			PILOT 44 AND COPILOT			PILOT 45 AND COPILOT			PILOT 46 AND COPILOT			PILOT 47 AND COPILOT			PILOT 48 AND COPILOT			PILOT 49 AND COPILOT			PILOT 50 AND COPILOT			PILOT 51 AND COPILOT			PILOT 52 AND COPILOT			PILOT 53 AND COPILOT			PILOT 54 AND COPILOT			PILOT 55 AND COPILOT			PILOT 56 AND COPILOT			PILOT 57 AND COPILOT			PILOT 58 AND COPILOT			PILOT 59 AND COPILOT			PILOT 60 AND COPILOT			PILOT 61 AND COPILOT			PILOT 62 AND COPILOT			PILOT 63 AND COPILOT			PILOT 64 AND COPILOT			PILOT 65 AND COPILOT			PILOT 66 AND COPILOT			PILOT 67 AND COPILOT			PILOT 68 AND COPILOT			PILOT 69 AND COPILOT			PILOT 70 AND COPILOT			PILOT 71 AND COPILOT			PILOT 72 AND COPILOT			PILOT 73 AND COPILOT			PILOT 74 AND COPILOT			PILOT 75 AND COPILOT			PILOT 76 AND COPILOT			PILOT 77 AND COPILOT			PILOT 78 AND COPILOT			PILOT 79 AND COPILOT			PILOT 80 AND COPILOT			PILOT 81 AND COPILOT			PILOT 82 AND COPILOT			PILOT 83 AND COPILOT			PILOT 84 AND COPILOT			PILOT 85 AND COPILOT			PILOT 86 AND COPILOT			PILOT 87 AND COPILOT			PILOT 88 AND COPILOT			PILOT 89 AND COPILOT			PILOT 90 AND COPILOT			PILOT 91 AND COPILOT			PILOT 92 AND COPILOT			PILOT 93 AND COPILOT			PILOT 94 AND COPILOT			PILOT 95 AND COPILOT			PILOT 96 AND COPILOT			PILOT 97 AND COPILOT			PILOT 98 AND COPILOT			PILOT 99 AND COPILOT			PILOT 100 AND COPILOT			PILOT 101 AND COPILOT			PILOT 102 AND COPILOT	
PILOT 1 AND COPILOT			PILOT 2 AND COPILOT			PILOT 3 AND COPILOT			PILOT 4 AND COPILOT			PILOT 5 AND COPILOT			PILOT 6 AND COPILOT			PILOT 7 AND COPILOT			PILOT 8 AND COPILOT			PILOT 9 AND COPILOT			PILOT 10 AND COPILOT			PILOT 11 AND COPILOT			PILOT 12 AND COPILOT			PILOT 13 AND COPILOT			PILOT 14 AND COPILOT			PILOT 15 AND COPILOT			PILOT 16 AND COPILOT			PILOT 17 AND COPILOT			PILOT 18 AND COPILOT			PILOT 19 AND COPILOT			PILOT 20 AND COPILOT			PILOT 21 AND COPILOT			PILOT 22 AND COPILOT			PILOT 23 AND COPILOT			PILOT 24 AND COPILOT			PILOT 25 AND COPILOT			PILOT 26 AND COPILOT			PILOT 27 AND COPILOT			PILOT 28 AND COPILOT			PILOT 29 AND COPILOT			PILOT 30 AND COPILOT			PILOT 31 AND COPILOT			PILOT 32 AND COPILOT			PILOT 33 AND COPILOT			PILOT 34 AND COPILOT			PILOT 35 AND COPILOT			PILOT 36 AND COPILOT			PILOT 37 AND COPILOT			PILOT 38 AND COPILOT			PILOT 39 AND COPILOT			PILOT 40 AND COPILOT			PILOT 41 AND COPILOT			PILOT 42 AND COPILOT			PILOT 43 AND COPILOT			PILOT 44 AND COPILOT			PILOT 45 AND COPILOT			PILOT 46 AND COPILOT			PILOT 47 AND COPILOT			PILOT 48 AND COPILOT			PILOT 49 AND COPILOT			PILOT 50 AND COPILOT			PILOT 51 AND COPILOT			PILOT 52 AND COPILOT			PILOT 53 AND COPILOT			PILOT 54 AND COPILOT			PILOT 55 AND COPILOT			PILOT 56 AND COPILOT			PILOT 57 AND COPILOT			PILOT 58 AND COPILOT			PILOT 59 AND COPILOT			PILOT 60 AND COPILOT			PILOT 61 AND COPILOT			PILOT 62 AND COPILOT			PILOT 63 AND COPILOT			PILOT 64 AND COPILOT			PILOT 65 AND COPILOT			PILOT 66 AND COPILOT			PILOT 67 AND COPILOT			PILOT 68 AND COPILOT			PILOT 69 AND COPILOT			PILOT 70 AND COPILOT			PILOT 71 AND COPILOT			PILOT 72 AND COPILOT			PILOT 73 AND COPILOT			PILOT 74 AND COPILOT			PILOT 75 AND COPILOT			PILOT 76 AND COPILOT			PILOT 77 AND COPILOT			PILOT 78 AND COPILOT			PILOT 79 AND COPILOT			PILOT 80 AND COPILOT			PILOT 81 AND COPILOT			PILOT 82 AND COPILOT			PILOT 83 AND COPILOT			PILOT 84 AND COPILOT			PILOT 85 AND COPILOT			PILOT 86 AND COPILOT			PILOT 87 AND COPILOT			PILOT 88 AND COPILOT			PILOT 89 AND COPILOT			PILOT 90 AND COPILOT			PILOT 91 AND COPILOT			PILOT 92 AND COPILOT			PILOT 93 AND COPILOT			PILOT 94 AND COPILOT			PILOT 95 AND COPILOT			PILOT 96 AND COPILOT			PILOT 97 AND COPILOT			PILOT 98 AND COPILOT			PILOT 99 AND COPILOT			PILOT 100 AND COPILOT			PILOT 101 AND COPILOT			PILOT 102 AND COPILOT	
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MEDIUM FL. BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	AIRCRAFT SERIAL NO.	AND CREW NUMBER	ACFT COMMAND (Name and Grade)	VER (Name and Grade)	CO-PILOT (Name and Grade)
			307TH	B-47E				
III. PRE-FLIGHT PLAN								
FROM	FLY COND	T.C.	WIND D/V	T.H.	VAR.	M.P.	TEMP.	MACH
ROUTE			DRIFT				ALT	T.A.S.
TO LEWIS TGT	CR 227	200/55	25	233	-1	232	11000	0.81
TERRELLA CITY	CR 267	200/55	-1	266	-5	261	11000	0.81
LUDLOW AFB	CR 283	200/55	0	283	-10	273	11000	0.74
GND DIS TIME AIR DIS ACC. GND DIS ACC. TIME ACC. AIR DIS 80 1:11 67 500 1:13 570 500 1:14 500 25 1:07 50 500 1:21 5130								
FUEL FLIGHT PLAN WIND FUEL REMAINING GROSS WEIGHT 35425 11500 1050 1850 30775 114050 11150 11150 19225 10500 50 50 18575 100050								
DATE OF TAKE-OFF								
ENGINE START TAKE-OFF TIME								
LANDING TIME DURATION OF FLT								
AIRCRAFT BASIC WT CREW WT OIL WT ATD BYC HEIGHT WEIGHT EXT. TANKS WT 12-102 OPERAT- ING WT								
FUEL WEIGHT FM CM AM FWD AWD ATO EXT. TOTAL								
BOMBS WT AMMO WT ADX. FLUID WT INITIAL GROSS WT STARTING AND TANK FUEL WT TAKE-OFF GROSS WT								
RUNWAY PRESS. ALT LENGTH AIR TEMP. CRITICAL FIELD LENGTH TAKE-OFF DISTANCE SPEED SPEED REFUSAL ENGINE TEST PLANE								
NO. OF ATD BOTTLES REQUIRED ATD PRO- PELANT WEIGHT ADJUSTED TAKE-OFF WEIGHT ADJUSTED TAKE-OFF DISTANCE ATD FIRING SPEED								

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BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	RING	AIR SERIAL	TYPE AND GRADE	CREW NUMBER	ACFT COMMAND (Name and Grade)	SERVER (Name and Grade)	CO-PILOT (Name and Grade)
			307TH		B-47E				
PRE-FLIGHT PLAN									
FROM	TO	T.C.	WIND D/V	T.M.	VAR.	M.H.	TEMP.	MACH	T.A.S.
ROUTE	COND		DRIFT				ALT		G.S.
FUEL FLIGHT PLAN									
DATE OF TAKE-OFF									
ENGINE START									
TAKE-OFF TIME									
LANDING TIME									
DURATION OF FLT									
HHCP - Route #1									
PRF-IP			280155						
Bay City, Mich	CC	246	4	250	4	5	255	.81	467
42-56N 85-40W			280155						
Grand Rapids IP	CR	243	4	247	4	2	249	.81	467
Target			280155						
Chicago	CR	233	4	238	4	1	237	.81	467
Nebraska City	CR	259	4	261	4	6	255	.81	467
Lincoln AFB	CR	233	0	283	4	10	273	.74	425
HHCP - Route #2									
42-22N 82-57W			280155						
Detroit ETP	CC	216	4	222	4	5	227	.81	467
41-04N 85-09W			280155						
Et Wayne IP	CR	232	4	237	4	2	239	.81	467
Target			280155						
Indianapolis	CR	210	4	216	4	0	216	.81	467
Nebraska City	CR	277	0	277	4	5	272	.81	467
Lincoln AFB	CR	283	0	283	4	10	273	.74	425
HHCP - Route #3									
42-16N 81-56W			280155						
PRF-IP	CC	201	4	208	4	6	214	.81	467
41-07N 83-12W			280155						
IFP IP	CR	219	4	225	4	3	228	.81	467
Dayton TGT	CR	209	4	215	4	1	216	.81	467
38-57N 85-52W			280155						
Seymour	CR	238	4	243	4	1	242	.81	467
Nebraska City	CR	281	0	283	4	5	279	.81	467
Lincoln AFB	CR	283	0	283	4	10	273	.74	425

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HEADQUARTERS, 10TH BOMBARDMENT WING, MEDICAL
LINCOLN AIR FORCE BASE, NEBRASKA
JANUARY 1946

ANNEX D

TO

OPERATIONS SECTION

10-10

AIR REFUELING

This Annex Consists of 2 Pages

ANNEX D
10TH BW OPORD 14-56
68-1792

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1029

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307th AIR REFUELING SQUADRON, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
10 JANUARY 1956

ANNEX D TO OPERATIONS ORDER 14-56 AIR REFUELING

1. 307th Air Refueling Squadron will accomplish refueling tasks as directed by Smoky Hill/Lincoln Tanker Task Force. (C)
2. B-47 aircraft flying this mission will accomplish two (2) air refuelings.
 - a. First refueling will be accomplished in the "One Step" Area. Rendezvous points to be used in the "One Step" Area are "Neil" for 1st Cell and "Betty" for 2nd Cell. Minimum on-load is 40,000 pounds of fuel. (S)
 - b. Second refueling will be accomplished in the "Willie" Area. Rendezvous points to be used in the "Willie" Area are "Neil" for 1st Cell and "Betty" for 2nd Cell. Minimum on-load is 40,000 pounds of fuel. (S)
3. Air Refueling procedures as outlined in JAG Manuals 55-10, 55-12, 55-14 and 100-1 will be utilized. (U)
4. No airborne tanker spares are to be scheduled. (U)
5. Base altitude during refueling will be 15,000 ft pressure altitude for leader of each cell. (C)
6. Missed Refueling (U)

ONE STEP - PRIMARY - LINCOLN AIR FORCE BASE

ALTERNATE - SMOKY HILL AIR FORCE BASE

WILLIE - PRIMARY - HARMON AIR FORCE BASE

1ST ALTERNATE - WESTOVER AIR FORCE BASE

2ND ALTERNATE - GOOSE AIR FORCE BASE

3RD ALTERNATE - LOMING AIR FORCE BASE

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HEADQUARTERS, 30TH BOMBARDMENT WING, MEDICAL
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1966

ANNEX E

TO
OPERATIONS ORDER

16-56

MAINTENANCE

Total Annex Consists of 5 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX E TO OPERATIONS ORDER 16-56 - MAINTENANCE

1. Full integration of all aircraft maintenance functions will be required because of the extremely short time period. The success of "Swan Dive" depends on the Wing Maintenance capability to produce fully operational aircraft at the times required. (U)

2. MAINTENANCE MISSION:

- a. Launch ten (10) B-47 aircraft on X Day. (S)
- b. Launch nine (9) B-47 aircraft on X Day plus 1, (12 hours after the First Wave). (S)
- c. Launch nine (9) B-47 aircraft on X Day plus 1, (12 hours after the Second Wave). (S)
- d. Launch required KC-97 aircraft in accordance with instructions from Smoky Hill/Lincoln Task Force Commander. (U)

3. TASKS FOR FRIENDLY FORCES:

- a. The 818th Air Base Group will provide logistical support as outlined in Appendix 1, this Annex. (U)

4. TASKS FOR SUBORDINATE UNITS:

- a. The 370th Bombardment Squadron will provide:
 - (1) Flight line personnel, tools and equipment to launch and receive nine (9) B-47 aircraft. Refer to Appendix 2, this Annex, (Aircraft Maintenance and Flying Schedule), for dates and times. (U)

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- b. The 371st Bombardment Squadron will provide:
 - (1) Flight line personnel, tools and equipment to launch and receive nine (9) B-47 aircraft. Refer to Appendix 2, this Annex (Aircraft Maintenance and Flying Schedule), for dates and times. (U)
- c. The 372nd Bombardment Squadron will provide:
 - (1) Flight line personnel, tools and equipment to launch and receive ten (10) B-47 aircraft. Refer to Appendix 2, this Annex (Aircraft Maintenance and Flying Schedule), for dates and times.
- d. The 307th Air Refueling Squadron will provide:
 - (1) Flight line personnel, tools and equipment to launch, refuel and receive required KC-97 aircraft, in accordance with Stoky Hill/Lincoln Tanker Task Force Commander. (U)
- e. The 307th Periodic Maintenance Squadron will provide:
 - (1) Normal periodic aircraft inspections as indicated in 307th Bombardment Wing Maintenance Order 1-56. (U)
 - (2) Necessary flight line support as directed by 307th Bombardment Wing Jon Control. (U)
- f. The 307th Field Maintenance Squadron will provide:
 - (1) Necessary specialist personnel, tools and equipment to provide Field Maintenance support to launch twenty-eight (28) B-47 aircraft and required KC-97 aircraft. (U)

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- (2) Timing and dispatch of specialists will be by direction of 307th Wing Job Control as outlined in applicable SAC and Eighth Air Force regulations and manuals. (U)

g. The 307th Armament & Electronics Squadron will provide:

- (1) Necessary personnel, tools and equipment to provide A&E support to launch twenty-eight (28) B-47 aircraft and required KC-97 aircraft. 307th Wing Job Control will direct timing and dispatch as outlined in applicable SAC and Eighth Air Force regulations and manuals. (U)
- (2) Perform required "Wring Outs" of B-47 aircraft at times designated in Appendix 2 of this Annex (Aircraft Maintenance and Flying Schedule). (S)
- (3) Provide A&E loading monitors for loading and down loading of special weapons at times designated in Appendix 2, this Annex, (Aircraft Maintenance and Flying Schedule). (S)

5. GENERAL INSTRUCTIONS:

a. All maintenance personnel and functions will operate in accordance with applicable SAC and Eighth Air Force regulations and manuals. (U)

b. The functions, schedules and responsibilities of all maintenance and supply personnel participating in "Swan Dive" are covered in detail in the following Appendices. (U)

- (1) Appendix 1 - Air Base Group Support.
- (2) Appendix 2 - Aircraft Maintenance and Flying Schedule.
- (3) Appendix 3 - Flight Line Maintenance Requirements.

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(4) Appendix 4 - Field Maintenance Requirements.

(5) Appendix 5 - A&E Requirements.

6. REPORTS:

a. In compliance with paragraph 7, Letter Eighth Air Force, File MDMI, subject: Maintenance Engineering, Evacuation and/or Special Missions, a Phase I Report will be submitted by TWX to arrive at Headquarters Eighth Air Force not later than ten (10) days prior to mission date. A phase II Report will be forwarded by mail to arrive at Headquarters Eighth Air Force not later than ten (10) days after mission completion. (C)

b. The preceding reports will not be given a classification lower than CONFIDENTIAL. (C)

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HEADQUARTERS 307 TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 1

TO

ANNEX E

OPERATIONS ORDER

16-56

818TH AIR BASE GROUP SUPPORT

This Appendix Consists of 2 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 1 TO ANNEX E, OPERATIONS ORDER 16-56 - 818TH AIR BASE GROUP SUPPORT

1. OVERALL TASKS:

- a. Provide logistical support required to launch twenty-eight (28) B-47 aircraft and required KC-97 aircraft over 6 and 7 February 1956. (C)

2. SUPPLY:

- a. Provide 24-hour supply expediter service from 1200 hours, 5 January 1956 to 2400 hours, 7 February 1956. (U)
- b. Provide 24-hour POL service from 1200 hours, 4 February 1956, through 0600 hours, 8 February 1956. Reference Appendix 2, this Annex. (Aircraft Maintenance and Flying Schedule for exact requirements.) (U)

3. TRANSPORTATION REQUIREMENTS:

a. 818th Air Base Group:

(1) Ground.

- (a) All vehicles required will be on 24-hour dispatch to using activities. Replacement radio vehicles must be furnished in case of "dead-lined" vehicles. (U)

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W-17 MASTER, 10TH BOMBARDMENT WING, MEDIAN
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX E

II

ANNEX 16-56

OPERATIONS ORDER 16-56

16-56 MAINTENANCE TIME AND FLYING SCHEDULE

This Appendix consists of 3 Pages

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307TH BOMB WING (M)

AIRCRAFT MAINTENANCE & FLYING SCHEDULE

307TH BOMB WING (M) B-47 LOADING & DEPLOYMENT

TIMES ARE CST

SGON	TAIL NO.	A/C NO.	FORCE	X DAY-2	X DAY-1	X DAY	X DAY+1	X DAY+2	X DAY+3
370	064	1	18 th FLT	REFUEL FCT	ACCEPT	LOAD DOWN	JOB 47	10B-47	SCHEDULED
371	247	2	"	GROUND	ACCEPT	S/W LOAD	TAKE OFF	LAND	
371	243	3	"	CREW	K SYS	S/W	ONE	REFUEL	MAINTENANCE
372	390	4	"	PRE FLIGHT	AR	LOADDOWN	MIN	PARK	
372	402	5	"	"	CHW	S/WLOAD	INTER	DEBRIEF	
372	362	6	2 nd FLT	"	PRE	S/W	TWO	SUBMIT	
372	264	7	"	UNSCHE	FLT	LOADDOWN	FLTS	B REVIEW 190*	
371	245	8	"	MAINT	"	S/WLOAD	TO JOB CONTROL	SUBMIT 19*	
370	231	9	"	"	"	S/W			
370	256	10	"	"	"	"			
371	228	11	18 th FLT	REFUEL	FCT	LOADDOWN	10B-47	10B-47	SCHEDULED
372	358	12	"	GROUND	COMPLETED	S/WLOAD	TAKE-	LAND	
372	408	13	"	CREW	OBSERVER	S/W	OFF	REFUEL	MAINTENANCE
370	242	14	"	PRE	K ACCEPT	LOADDOWN	ONE	PARK	
370	236	15	"	FLT	"	S/WLOAD	MIN	DEBRIEF	
371	251	16	2 nd FLT	"	AR	S/W	INTER	SUBMIT	
371	244	17	"	UNSCHE	CREW	LOADDOWN	TWO	B REVIEW 190*	
372	398	18	"	MAINT	PRE	S/WLOAD	FLTS	SUBMIT 19*	
370	257	19	"	"	FLT	S/W	TO JOB CONTROL		
371	252	20	18 th FLT	REFUEL	FCT	LOADDOWN	10B-47	10B-47	SCHEDULED
370	262	21	"	GROUND	COMPLETED	S/WLOAD	TAKE-	LAND	SCHED
370	058	22	"	CREW	OBSERVER	S/W	OFF	REFUEL	MAINT
372	406	23	"	PRE	K SYS	LOADDOWN	ONE	PARK	
372	235	24	"	FLT	"	S/WLOAD	MIN	DEBRIEF	
370	260	25	2 nd FLT	"	AR	S/W	INTER	SUBMIT	
372	071	26	"	UNSCHE	CREW	LOADDOWN	TWO	B REVIEW 190*	
371	288 *	27	"	MAINT	PRE	S/WLOAD	FLTS	SUBMIT 19*	
371	066 *	28	"	"	FLT	S/W	TO JOB CONTROL		

* SPARE AIRCRAFT TO BE LOADED WITH FIRST WAVE

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Take-off Speed	143.3 K
Refusal Speed	134 K
Best Flare Speed	139.3 K
Line Speed (2500 ft)	96 K

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HEADQUARTERS 107TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1946

APPENDIX 4

TO

ANNEX B

OPERATIONS ORDER

16-56

FIGHTER INTERCEPTION

This Appendix Consists of 3 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 4 TO ANNEX B, OPERATIONS ORDER 16-56 - FIGHTER INTERCEPTION

1. DD 175. This mission is designated as Big Photo for fighter interception purposes only. Aircraft Commanders will indicate in the Remarks Section of the DD 175, the following: BIG PHOTO - "SWAN DIVE ROCKY". (U)
2. FIGHTERS. Fighters have been requested throughout the route in Canada (with the exception of the air refueling leg), and from Presque Isle AFB, Maine. (U)
3. OPERATION OF EQUIPMENT. The A-5 system will be preflighted normally except that the turret safety switch will be left in the safe position. The system will be turned to standby (skip warm-up), after termination of the first refueling leg. The selector switch will be turned to "operation" after necessary time interval. Upon reaching refueling IP of second refueling leg the system will be turned off. The same switching procedure as above will be used to turn the system on, upon completing second refueling leg. Turn system off at HHEP. (U)
4. IDENTIFICATION. Current edition of AFSAL 5104 will be used for identification between bombers and both fighters and GCI. (U)
5. COMMUNICATIONS. For communications on this type of mission (BIG PHOTO), the following call signs will be used:
 - a. B-47 - Big Photo
 - b. Fighter - Little Photo
 - c. GCI - Ground Photo

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All communications concerning intercepts with fighters or GCI will be prefixed by the appropriate call sign. (U)

6. SAFETY PROCEDURES In addition to leaving the target safety switch in the safe position, the procedures as set forth in Wing Letter 117-1 will be followed while in flight. (U)

7. AUTHORIZED ATTACKS The following types of possible source attacks may be expected from the fighters (reference SAC Reg 11-6):

a. Rear quarter attacks (high or low) which place fighters within firing range between azimuth angles of 30° and 90° (left or right) when measured from the bomber stern and not more than 20° above or below the horizontal plane of the bomber. (U)

b. Tail attacks which originate between 30° left or right from bomber stern and not more than 20° above or below the horizontal plane of the bomber. (U)

8. UNAUTHORIZED ATTACKS Front quarter or head on attacks, i.e., attacks forward of 100° azimuth when measured from the bomber stern are unauthorized. These attacks are prohibited under SAC Regulation 11-6 and ADC Regulation 11-1, and will be reported to the debriefing team upon landing. (U)

9. TACTICS No evasive action will be taken by bombers of this command during this mission. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 5

TO

ANNEX B

OPERATIONS ORDER

16-56

ALTERNATE AIRFIELDS

This Appendix Consists of 4 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
20 JANUARY 1956

APPENDIX 6 TO ANNEX B, OPERATIONS ORDER 16-56 - ALTERNATE AIRFIELDS

1. EMERGENCY LANDING BASES

a. The following priority is established for types of bases to be used in event of emergency: (U)

- (1) First Priority - SAC Bases.
- (2) Second Priority - AMC Bases.
- (3) Third Priority - Other Air Force Bases.
- (4) Fourth Priority - Civilian Airports.

2. MISSED REFUELING ALTERNATE

a. ONE STEP - PRIMARY - LINCOLN AIR FORCE BASE

ALTERNATE - SMOKY HILL AIR FORCE BASE

Fuel reserve over Lincoln is projected to be 34,100#. Fuel reserve over Smoky Hill is projected to be 31,600#. (C)

b. WILLIE - PRIMARY - HARMON AIR FORCE BASE

1ST ALTERNATE - WESTOVER AIR FORCE BASE

2ND ALTERNATE - GOOSE AIR FORCE BASE

3RD ALTERNATE - LORING AIR FORCE BASE

c. If refueling is missed in "Willie" area, the following fuel must be in tanks at end of refueling track in order to arrive at altitude over the below listed alternates with 17,000# fuel reserve. (Assuming a successful on-load at "One Step", 37,000# should be aboard at "Willie" missed refueling.)

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HARMON	19,000#
WESTOVER	20,400#
GOOSE	17,850#
LORING	25,000#

3. WEATHER ALTERNATES:

a. The following bases are assigned as weather alternates. Fuel reserve over each base is projected to be as indicated if flight plan is flown as briefed. (U)

SMOKY HILL AIR FORCE BASE	11,900#
FORBES AIR FORCE BASE	14,000#
WHITEMAN AIR FORCE BASE	11,400#
ELLSWORTH AIR FORCE BASE	12,500#
MC CONNELL AIR FORCE BASE	11,800#

4. FUEL RESERVE:

a. B-47 aircraft will arrive over Lincoln Air Force Base with a minimum of 12,000# of fuel, plus fuel to alternate. (U)

b. Fuel Decision Points will be located at:

- (1) End of 1st refueling.
- (2) End of 2nd refueling.
- (3) HHCP.

c. Crew flimsies will contain: (U)

- (1) Minimum fuel in tanks to continue mission at end of 1st refueling.

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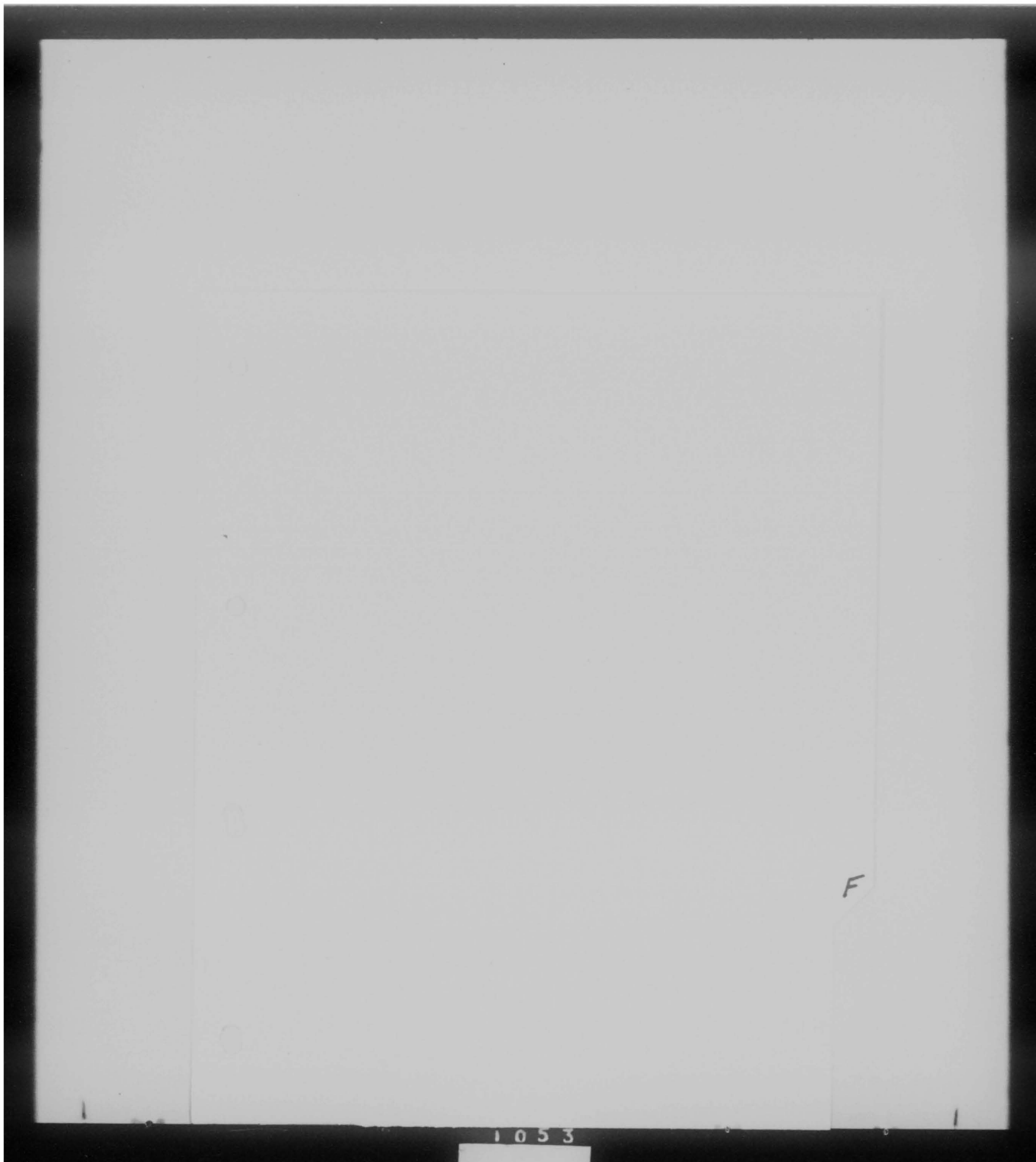
- (2) Minimum fuel in tanks to continue mission at end of 2nd refueling.
- (3) Minimum fuel in tanks at HHCP to continue the mission as briefed and arrive at altitude over Lincoln Air Force Base with 15,000# fuel reserve.
- (4) Minimum fuel in tanks at HHCP to fly remainder of mission to Lincoln Air Force Base without tactics.
- (5) Minimum fuel in tanks at HHCP to fly from HHCP through target, using tactics, then maximum range to Lockbourne Air Force Base.
- (6) Minimum fuel in tanks at HHCP to fly maximum range through target, then to Lockbourne Air Force Base.
- (7) Minimum fuel in tanks at HHCP to fly direct to Lincoln Air Force Base with 15,000# fuel reserve over Lincoln.
- (8) Minimum fuel in tanks at HHCP to fly direct to Lockbourne Air Force Base with 15,000# fuel reserve at altitude.

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX F

TO

OPERATIONS ORDER

16-56

WEATHER

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX F TO OPERATIONS ORDER 16-56 - WEATHER

1. Preparation of Forecasts: The 307th Bomb Wing Weather Officer is responsible for the preparation and dissemination of all route, terminal and alternate forecasts.

a. Planning winds will be provided each scheduled crew. This forecast will be posted in each Squadron Operations and in Target Study, 12 and 36 hours prior to scheduled take-off time. (U)

b. The operational forecast and final weather filmmy will be presented to the crews at the pre-take-off meeting. The weather filmmy will contain the following information:

- (1) Wind flow chart for 34,000 ft pressure altitude. (U)
- (2) Take-off data. (U)
- (3) Climb data and route wind data. (U)
- (4) Air refueling winds, temperatures and cloud cover. (U)
- (5) Target data. (U)
- (6) Terminal, alternate and route weather conditions. (U)
- (7) Tropopause data. (U)

c. A planning weather outlook will be presented at the General Briefing. (U)

d. Forecast Amendment. All changes to the weather forecast that are of operational significance:

- (1) Will be brought to the attention of the Wing Commander and/or appropriate Director of Operations personnel by the Wing Weather Officer. (U)

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(2) Will be relayed to and discussed with the Duty Forecaster,
Eighth Air Force Control Room (SOCS Drop 36). (U)

2. Coordination of Forecasts:

a. Forecast for the first refueling area will be coordinated by the
307th Bomb Wing Weather Officer with the Staff Weather Officer of the
Smoky Hill/Lincoln Task Force. Staff Weather Officer of the Smoky Hill/
Lincoln Task Force will transmit the coordinated forecast to the Staff
Weather Officer, Eighth Air Force. (C)

b. Forecast for the second refueling area will be coordinated by the
307th Bomb Wing Weather Officer with the Duty Forecaster, Eighth Air Force
Control Room, who will coordinate this forecast with the SWO of the Task
Force in the second air refueling area. (U)

c. 307th Bomb Wing Weather Officer, utilizing SACOMMET and/or SOCS
lines, will coordinate route, terminal and alternate weather forecasts with
the Duty Forecaster, Eighth Air Force Control Room, 24 and 12 hours prior to
initial take-off time for planning and operational forecasts respectively.
(U)

3. Debriefing: The 307th Bomb Wing Weather Officer will debrief for weather,
with emphasis on target and route winds and air refueling area weather. (U)

4. Reports: The 307th Bomb Wing Weather Officer will assist in the collec-
tion and transmission of B-21 and T-21 (SACMAR) Reports in accordance with
SAC Regulation 105-2 and 1st Weather Group Regulation 55-86. (U)

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HEADQUARTERS 30TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX G

TO

OPERATIONS ORDER

16-56

SPECIAL WEAPONS

This Annex Consists of 7 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX G TO OPERATIONS ORDER 16-56 - SPECIAL WEAPONS

1. SPECIAL WEAPONS:

a. Prior to the Air Operations outlined in the basic operations order, the 307th Bombardment Wing, Medium will participate in a special weapons exercise. (U)

2. MISSION: The mission of the 307th Bombardment Wing, Medium is to complete the following:

a. Prepare all aircraft which are to participate in the flying portion of the USCM, for loading the MK-6 MOD 6 weapon. (C)

b. Each flight crew will prepare one aircraft and weapon so that exact conditions will exist when the Special Weapons Officer checks the aircraft and weapon that should exist at release time with exceptions as noted in the check list. (U)

c. Exercise tactical radiological countermeasures to include post strike decontamination for a minimum of ten percent of participating aircraft. (U)

3. SPECIFIC TASKS TO ACCOMPLISH:

a. 370th, 371st and 372nd Bombardment Squadrons:

(1) Assign flight crews to this portion of the USCM in the same sequence and to the same aircraft as they are assigned for flying. (U)

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- (2) Insure that a crew chief is present at the aircraft during the entire period his aircraft is involved in the exercise. (See time schedule in Appendix 2, this Annex.) (U)
- (3) Insure that flight crews report to aircraft in accordance with time schedule in Appendix 3, this Annex. (U)
- (4) Insure that the crews listed below exercise tactical radio-logical countermeasures upon landing. Their aircraft will be decontaminated in accordance with T.O. 00-110A-3, SAC Regulation 55-43, and SAC Atomic SOP 55-22. (C)

<u>AIRCRAFT COMMANDER</u>	<u>SQUADRON</u>	<u>WAVE</u>
Captain Nordstrom	372nd Bomb Sqdn	1st
Captain Crook	370th Bomb Sqdn	2nd
Captain Guy	371st Bomb Sqdn	3rd

- (5) Insure that the crews listed in paragraph 3a(4) above notify control tower upon return from the flying portion of the exercise, as follows: "REQUEST WE BE PARKED IN THE DESIGNATED AREA FOR RADIATION MONITORING AND PRACTICE DECONTAMINATION; REQUEST YOU NOTIFY THE DECONTAMINATION TEAM." (Decontamination team telephone number 8020 or 760.) (U)
- b. 307th Armament and Electronic Maintenance Squadron:
 - (1) Insure that all aircraft are loaded for the USCM and have the complete MK-6 MOD 6 configuration installed and checked for proper operation prior to starting time of the Special Weapons portion of the exercise. (C)

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- (2) Insure that each aircraft to be loaded has an electrical "wring-out" and "Release" check within seventy-two (72) hours prior to loading. (See Appendix 1, this Annex.) (U)
- (3) Provide six (6) monitors to monitor loading and complete the post-load inspection as required by current directives. (U)
- (4) Dispatch the following personnel and spare equipment to the munitions control point so as to meet the loading time schedule in Appendix 2, this Annex. (C)
 - (a) One (1) radio equipped vehicle.
 - (b) One (1) A&E representative in charge of monitor personnel.
 - (c) Six (6) monitors.
 - (d) One (1) set of C-9 hoists, complete.
 - (e) One (1) set of slings.
 - (f) One (1) set of door cables and/or braces.
 - (g) Set of hand tools.

4. GENERAL:

a. Timing, numbers of aircraft per wave and integrity of wave must be maintained throughout the exercise. Designated ground spares for each wave must also be readied for special weapons inspection with the wave to which they have been assigned or else they cannot be used as ground spares for the flight portion of the USCM. (Two ground spares have been designated.) In this case, the aircraft will be checked only once, and then with the wave to which it is assigned as a ground spare. (U)

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b. All aircraft will be loaded in accordance with the time table and schedule in Appendix 2. (U)

c. Weapons used for loading will be returned to CAS configuration after each loading. (U)

d. If an aircraft scheduled with the first wave becomes a ground abort and is replaced by a ground spare, it could be used in a subsequent wave. In this case, if the aircraft and weapon had been checked by a special weapons officer as a first wave aircraft, it need not be checked again with the second or third wave since it is not probable the weapon would have been off-loaded for minor maintenance under EWP conditions. (U)

e. Each Aircraft Commander will assign one (1) crew member the specific duty of capsule courier in accordance with SAC ASOP 55-16. (S)

f. Bomb Commander will sign for the Bomb Commander's folder at their squadron Operations Office. (U)

g. Appropriate SAC Atomic SOP's will apply. (U)

h. Appropriate 11N Tech Orders and loading handbooks will apply. (U)

i. Weapons settings and pertinent data will be included in the Bomb Commander's Special Weapons Flimsy. (U)

j. Maintenance Control will insure that one (1) ground power unit is provided for each aircraft and one (1) spare power unit is available. (U)

k. The following MC-73 timer setting will be made during assembly:

(1) MK 6 MOD 6 - 36 sec. (S)

l. Special Weapons Training Section will brief squadrons and crews at the general briefing concerning specific duties of each crew member during the exercise. (U)

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- m. Timing for each phase of the operation will be listed in the appendices to this Annex. (U)
- n. Aircraft tail numbers for appendices will be published in a flimsy and disseminated to organizations on 1 February 1956. (U)
- o. Maintenance Control, Munitions Control and Field Control will be provided the following personnel at each point:
 - (1) Maintenance Control: Wing Special Weapons Officer. (U)
 - (2) Munitions Control Point: Chief of Munitions, one (1) Squadron Special Weapons Officer. (U)
 - (3) Field Control: One (1) Special Weapons Officer (Squadron), Munitions Loading Officer and A&E Officer. (U)

5. LOGISTICS:

- a. Weapons involved: Twelve (12) MARK 6 MOD 6 WR weapons. (S)
- b. Communications: Command Post at Maintenance Control. (U)
- c. Reports:
 - (1) Narrative report to be forwarded to Headquarters Eighth Air Force by priority message within 24 hours after termination of Special Weapons portion of the exercise.
 - (2) Report of time schedule for all major portions of the Special Weapons exercise will be forwarded to Eighth Air Force within ten (10) working days after completion of the exercise. Information for this report will be compiled by the Special Weapons Officers at Maintenance Control, Munitions Control and Flight Line Control.

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- (3) Responsibility for these reports rests with the Wing
Special Weapons Officer.

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A&E MAINTENANCE TIME SCHEDULE

AIRCRAFT NO.	25 JAN	26	27	28	29	30	31	1 FEB	2	3	4	5	6	7	8	9				
	X-12	X-11	X-10	X-9	X-8	X-7	X-6	X-5	X-4	X-3	X-2	X-1	X	X-1	X-2	X-3				
001	LOAD BANK ACFT TO INCLUDE #1 & #6 ALTERNATORS, MAIN & SECONDARY								INVERTERS & K-4		INVERTERS. (FROM X-12 TO X-3)									
002	A&E FIELD MAINTENANCE SHOPS TO BUILD UP PRE-ISSUE LEVELS																			
003	K-SYSTEM RELIABILITY CHECKS																			
004	COMM/NAV SYSTEMS RELIABILITY CHECKS																			
005	A-5 RELIABILITY CHECKS								Obs				F	DETERMINE CRISIS AND						
006	SPECIAL WEAPONS RELIABILITY CHECKS								Accept				L	DETERMINE MALFUNCTIONS						
007	A-12D RELIABILITY CHECKS								Check		S/W		Y							
008	OBSERVER ACCEPTANCE CHECK										Loading									
009	S/W FCT										S/W FCT									
010	S/W LOADING																			
011	LOAD BANK ACFT TO INCLUDE #1 & #6 ALTERNATORS, MAIN & SECONDARY								INVERTERS & K-4		INVERTERS. (FROM X-8 TO X-6)									
012	A&E FIELD MAINTENANCE SHOPS WORK TO BUILD UP PRE-ISSUE LEVELS																			
013	K-SYSTEM RELIABILITY CHECKS																			
014	COMM/NAV RELIABILITY CHECKS																Obs	F		
015	A-5 RELIABILITY CHECKS																Accept	L		
016	SPECIAL WEAPONS RELIABILITY CHECKS																Check	S/W	Y	
017	A-12D RELIABILITY CHECKS																	Loading		
018	OBSERVER ACCEPTANCE CHECK																S/W FCT			
019	S/W FCT, S/W LOADING																			
020	A&E FIELD MAINTENANCE SHOPS WORK TO BUILD UP PRE-ISSUE LEVELS								LOAD BANK ACFT TO INCLUDE											
021	K-SYSTEM RELIABILITY CHECKS								#1 & #6 ALTERNATORS, MAIN &								Obs			
022	COMM/NAV RELIABILITY CHECKS								SECONDARY INVERTERS & K-4								Accept	F		
023	A-5 RELIABILITY CHECKS								INVERTERS								Check	S/W	L	
024	SPECIAL WEAPONS RELIABILITY CHECKS																	Loading	Y	
025	A-12D RELIABILITY CHECKS																			
026	OBSERVER ACCEPTANCE CHECK																S/W FCT			
027	S/W FCT																			
028	S/W LOADING																			

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30TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX "2"

TO

ANNEX "3"

OPERATIONS ORDER

16 - 56

AIRCRAFT AND CREW CHIEF SCHEDULE FOR WEAPONS LOADING

This Appendix consists of 3 pages.

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HEADQUARTERS NORTH WINGMANMENT ALMS (N)
 LINCOLN CITY POLICE BASE, NEBRASKA
 27 JANUARY 1956

APPENDIX 2 TO ANNEX "G" TO NORTH WINGMANMENT ALMS (N) OPERATIONAL ORDER 16-56
AIRCRAFT AND CREW CHIEF SCHEDULE FOR WEAPONS LOADING

1. Crew Chiefs will be at their aircraft during the period shown for his aircraft. He will operate power units as directed by the loading personnel and/or flight crew and stand fire guard for the ground power unit.

a. First Wave

<u>AIRCRAFT NO.</u>	<u>STARTING TIME</u>	<u>COMPLETION TIME</u>
1	1500C - 5 Feb 56	2000C - 5 Feb 56
2	1500C - 5 Feb 56	2000C - 5 Feb 56
3	1500C - 5 Feb 56	2000C - 5 Feb 56
4	1630C - 5 Feb 56	2130C - 5 Feb 56
5	1630C - 5 Feb 56	2130C - 5 Feb 56
6	1630C - 5 Feb 56	2130C - 5 Feb 56
7	1800C - 5 Feb 56	2300C - 5 Feb 56
8	1800C - 5 Feb 56	2300C - 5 Feb 56
9	1800C - 5 Feb 56	2300C - 5 Feb 56
10	1930C - 5 Feb 56	0030C - 6 Feb 56
11*	1930C - 5 Feb 56	0030C - 6 Feb 56
12*	1930C - 5 Feb 56	0030C - 6 Feb 56

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b. Second Wave

	<u>AIRCRAFT NO.</u>	<u>STARTING TIME</u>	<u>COMPLETION TIME</u>
1		0300C - 6 Feb 56	0400C - 6 Feb 56
2		0300C - 6 Feb 56	0400C - 6 Feb 56
3		0300C - 6 Feb 56	0400C - 6 Feb 56
4		0430C - 6 Feb 56	0530C - 6 Feb 56
5		0430C - 6 Feb 56	0530C - 6 Feb 56
6		0430C - 6 Feb 56	0530C - 6 Feb 56
7		0600C - 6 Feb 56	1100C - 6 Feb 56
8		0600C - 6 Feb 56	1100C - 6 Feb 56
9		0600C - 6 Feb 56	1100C - 6 Feb 56

c. Third Wave

	<u>AIRCRAFT NO.</u>	<u>STARTING TIME</u>	<u>COMPLETION TIME</u>
1		1500C - 6 Feb 56	2000C - 6 Feb 56
2		1500C - 6 Feb 56	2000C - 6 Feb 56
3		1500C - 6 Feb 56	2000C - 6 Feb 56
4		1630C - 6 Feb 56	2130C - 6 Feb 56
5		1630C - 6 Feb 56	2130C - 6 Feb 56
6		1630C - 6 Feb 56	2130C - 6 Feb 56
7		1800C - 6 Feb 56	2400C - 6 Feb 56

2. Aircraft numbers for this appendix will be published in a listing at a later date.

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX "3"

TO

ANNEX "G"

OPERATIONS ORDER

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FLIGHT CREW SCHEDULE

This Appendix consists of 3 pages

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HEADQUARTERS 30TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 3 TO ANNEX "G" TO 30TH BOMBARDMENT WING (M) OPERATIONS ORDER 16-56

FLIGHT CREW SCHEDULE

1. Flight crews will report to aircraft at designated time. Each crew will have in his possession a Bomb Commanders Folder issued by his Squadron Operations Section.

a. First Wave

	<u>CREW</u>	<u>AIRCRAFT NO.</u>	<u>STATION TIME</u>	<u>COMPLETION TIME</u>
1	HERMAN		1630C - 5 Feb 56	1830C - 5 Feb 56
2	DARDEN		1630C - 5 Feb 56	1830C - 5 Feb 56
3	HALL		1630C - 5 Feb 56	1830C - 5 Feb 56
4	MORRISON		1800C - 5 Feb 56	2000C - 5 Feb 56
5	BOUDREAU		1800C - 5 Feb 56	2000C - 5 Feb 56
6	NORDSTROM		1800C - 5 Feb 56	2000C - 5 Feb 56
7 *	HOLDEN		1930C - 5 Feb 56	2130C - 5 Feb 56
8	BIFFORD		1930C - 5 Feb 56	2130C - 5 Feb 56
9	BROOKS		1930C - 5 Feb 56	2130C - 5 Feb 56
10	SHAVER		2100C - 5 Feb 56	2300C - 5 Feb 56
11*	WHEELER		2100C - 5 Feb 56	2300C - 5 Feb 56
12*	HOOVER		2100C - 5 Feb 56	2300C - 5 Feb 56

b. Second Wave

13	WEBBER		0430C - 6 Feb 56	0630C - 6 Feb 56
14	Hull		0430C - 6 Feb 56	0630C - 6 Feb 56
15	MANN		0430C - 6 Feb 56	0630C - 6 Feb 56

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Second Wave (Cont)

15	PETRELLS	0600C - 6 Feb 56	0600C - 6 Feb 56
17	CROOK	0600C - 6 Feb 56	0600C - 6 Feb 56
18	MINNICK	0600C - 6 Feb 56	0600C - 6 Feb 56
19	DOWLING	0730C - 6 Feb 56	0900C - 6 Feb 56
20	SEIKER	0730C - 6 Feb 56	0900C - 6 Feb 56
21	BIGGS	0730C - 6 Feb 56	0900C - 6 Feb 56

c. Third Wave

22	POPE	1630C - 6 Feb 56	1830C - 6 Feb 56
23	QUICKER	1630C - 6 Feb 56	1830C - 6 Feb 56
24	MCCRARY	1630C - 6 Feb 56	1830C - 6 Feb 56
25	PHILLIPS	1800C - 6 Feb 56	2000C - 6 Feb 56
26	SULLIVAN	1800C - 6 Feb 56	2000C - 6 Feb 56
27	KOHLSCHEIN	1800C - 6 Feb 56	2000C - 6 Feb 56
28	GUY	1930C - 6 Feb 56	2130C - 6 Feb 56

2. Aircraft numbers for this appendices will be published in a filing
on 1 Feb 56. (C)

* Ground spare aircraft to be loaded and checked in the first wave only. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 3

TO

ANNEX "E"

OPERATIONS ORDER 16-56

OVERALL TASKS FOR FLIGHT LINE REQUIREMENTS

This Appendix consists of 2 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 3 TO ANNEX "E" 307TH BOMB WING OPERATIONS ORDER 16-56

OVERALL TASKS FOR FLIGHT LINE REQUIREMENTS

1. 370th, 371st, AND 372nd BOMBARDMENT SQUADRONS:

- a. Flight Line Maintenance Officer will perform refueling, ground crew pre-flights and necessary maintenance for aircraft listed in Appendix #2 this Annex, (aircraft maintenance and flying schedule) at times specified. (U)
- b. Flight Line Maintenance Officers will receive, refuel, and park aircraft returning from missions as directed in current SOP's. (U)
- c. The 372nd Bombardment Squadron will furnish a Coleman and driver, one helper, a B-47 Tow-Bar, and Five (5) space sheared pins, at the center taxi strip during all B-47 take-offs. The 370th and 371st Bombardment Squadrons will each furnish two (2) men to stand-by with the 372nd Bombardment Squadrons Coleman. In the event they are needed, they will be directed by the nearest radio control vehicle from Maintenance Control. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 4

TO

ANNEX "E"

OPERATIONS ORDER 16-56

FIELD MAINTENANCE

This Appendix consists of 2 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 4 TO ANNEX "E" 307TH BOMB WING OPERATIONS ORDER 16-56 FIELD MAINTENANCE

1. OVERALL TASKS:

- a. Provide necessary specialists, tools and equipment for support of Flight and B. M. aircraft as directed by Wing Job Control to load and launch twenty-eight (28) B-47 aircraft and required KC-97 aircraft on dates and times as indicated in Appendix 2 this Annex. (C)
- b. Provide all available ground powered equipment to support loading and launching of aircraft. The overall success is contingent upon adequate and reliable ground powered equipment. (U)
- c. Provide load bank check on all participating aircraft on or before X-3 in conjunction with A & E, reference Appendix 5 this Annex. (U)
- d. Provide A & E, at time designated in Appendix 2 for Special Weapon loading, one each high pressure air compressor. (C)
- e. Stand-by with appropriate crash equipment and be dispatched as needed from Aero-Repair, by Maintenance Control. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 5

TO

ANNEX E

OPERATIONS ORDER

16-56

ARMAMENT & ELECTRONICS REQUIREMENTS

This Appendix Consists of 4 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 5 TO ANNEX E, OPERATIONS ORDER 16-25 - ARMAMENT & ELECTRONICS REQUIREMENTS.

1. INDIRECT SUPPORT:

a. Pre-Issue: (X-Day-10 to X Day-2)

- (1) Coordinate with Maintenance Division and consult records to formulate list of components and parts which will be critical to the maintenance support effort. (U)
- (2) Effect records conciliation with Base Supply on these critical items. (U)
- (3) Requisitions to Base Supply on all shortages. (U)
- (4) Advise Wing Director of Materiel of action taken and request further coordination and follow-up with Base Supply. (U)
- (5) Coordination with Field Maintenance to "Red Ball" Field Maintenance support on such components as will be critical to flight line support. (U)

b. Field Maintenance (X Day-10 to X Day-2):

- (1) "Red Tag" all critical component items previously listed "AWM" and place priority effort on them to provide Pre-Issue maximum authorized fully serviceable. (U)
- (2) Step up effort on all other "AWM's" to bring Pre-Issue component levels to maximum authorized and in serviceable condition prior to X Day-2. (U)

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2. AIRCRAFT INDIRECT SUPPORT:

a. Aircraft Load Bank Checks:

- (1) Load Bank Check will be performed on #1 and #6 alternators, main and secondary inverters, and the K-4 Inverter. (U)
- (2) Aircraft 001 through 010 will be load banked from X-11 to X-9. Aircraft 011 through 019 will be load banked from X-8 to X-6. Aircraft 020 through 028 will be load banked from X-5 to X-3. (U)

b. K-System Reliability Checks:

- (1) Visual inspection of all fuses, amplifiers, cables, components, dissicant and condition of radome. (U)
- (2) Each system will be given an azimuth boresight, radar ranging and computer alignment. The APS 23 will be given a power and sensitivity check. (U)
- (3) Each system will be scheduled for an observer acceptance check, using SAC Manual 50-38, 24 hours prior to flight. (U)

c. Comm/Nav Reliability Checks:

- (1) A complete visual inspection and operational check will be given each type of Comm/Nav equipment. 307th A&E Guinea Pig will be utilized during these checks in accordance with SAC Manual 137-2. These checks will include the following sets: ARC-37, 18S-4, ARN-5, APN-76, ARN-18, ARN-12, APX-6 and ARN-14. (U)

d. A-5 Fire Control Systems:

- (1) Each system will be given a complete visual inspection and an operational check. Each system will be pressurized eight (8) hours prior to flight. (U)

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e. Aircraft Cameras:

- (1) Each camera, K-38, O-15 and O-23, will be given a complete visual inspection. An operational check will be made of each magazine prior to loading in aircraft. (U)

f. A-12D Auto Pilots:

- (1) Each system will be given a complete visual inspection and operational check. (U)

g. Weapons Release Equipment:

- (1) Visual inspection to insure proper installation of all items.
Operational check to insure an electrical and manual release of U-2 Bomb Shackle. (U)

3. A&E MAINTENANCE SCHEDULE:

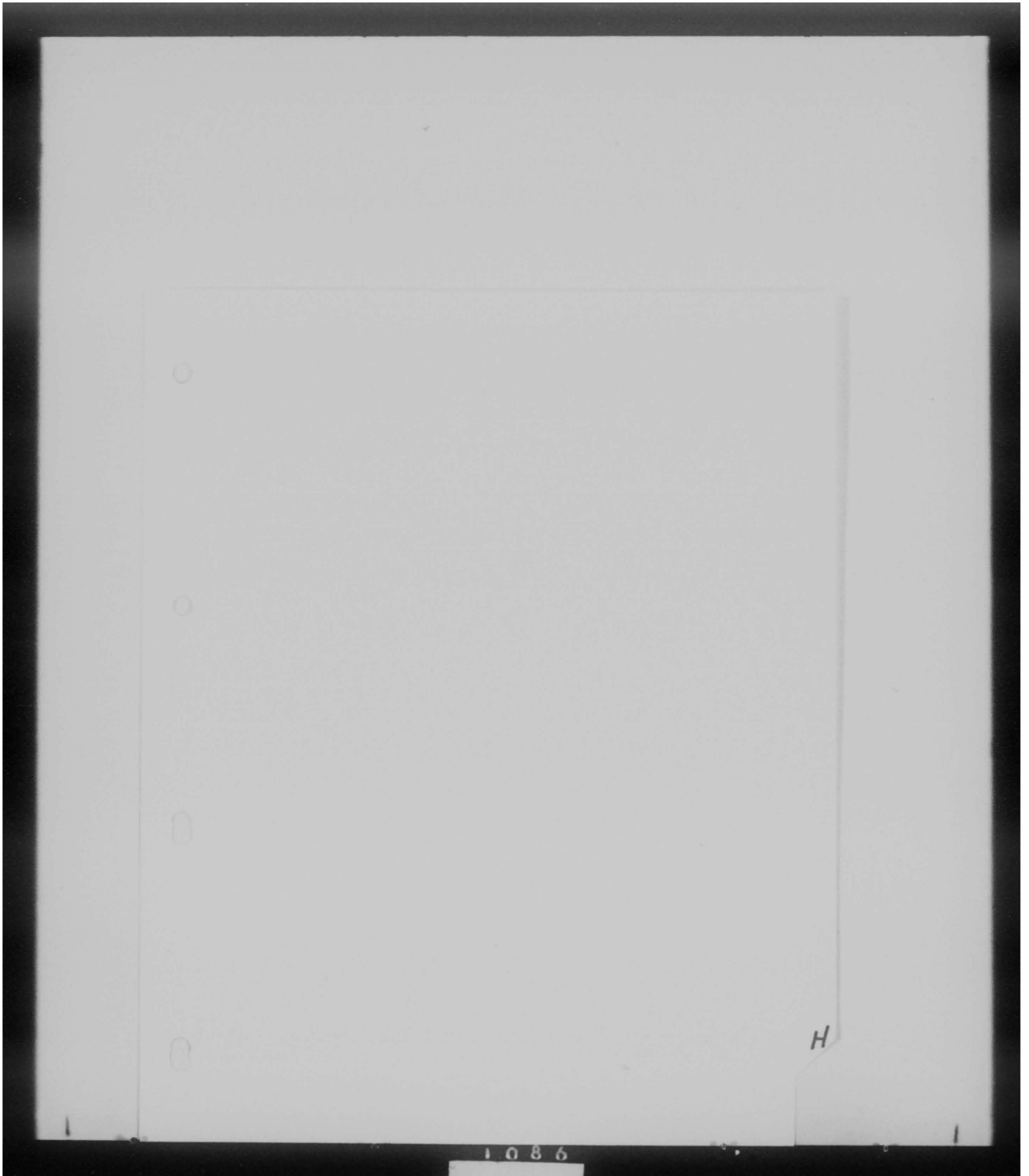
- a. See Appendix 2, this Annex. (U)

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX H

TO

OPERATIONS ORDER 16-56

SECURITY

This Annex Consists of 8 Pages

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HEADQUARTERS 307TH BOMBARDMENT WING, MEDIUM
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

ANNEX H TO OPERATIONS ORDER 16-56 - SECURITY

1. General Situation:

a. In view of the fact that a USCM demands a high degree of security, the following security system will be employed. (U)

2. General:

a. Responsibility for 307th Bombardment Wing flight line area:

(1) The 307th Bombardment Wing will assume responsibility for its flight line area at the following times:

(a) Week days from 0730 hours until 1700 hours.

(b) Saturdays from 0730 hours until 1200 hours. (C)

(2) The commanders of all organizations have primary responsibility for their respective areas; however, insofar as the 307th Wing Security Officer is responsible for monitoring the security system as a whole, he will be contacted by the unit commanders through their security officers on any proposed changes to the plan. (U)

(3) 307th Periodic Maintenance Squadron will provide for the security of the aircraft at their docks. (C)

(4) 307th Field Maintenance Squadron will be responsible for adequately safeguarding the aircraft in their hangar. (C)

(5) The 818th Air Police Squadron will assume responsibility for the 307th Bomb Wing area in the following periods:

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- (a) Week days from 1700 hours until 0730 hours.
- (b) Saturdays from 1200 hours until 0730 hours Monday.
- (c) In addition, the 818th Air Police Squadron will maintain 24-hour a day protection for all other sections of the flight line. (C)

b. Guard Requirements:

- (1) The following estimates are based on the assumption that two
(2) men will be required to man one post from 0730 hours until 1700 hours.
 - (a) 370th Bombardment Squadron - two (2) officers, four (4) airmen.
 - (b) 371st Bombardment Squadron - two (2) officers, eight (8) airmen.
 - (c) 372nd Bombardment Squadron - two (2) officers, eight (8) airmen.
 - (d) 307th Air Refueling Squadron - two (2) officers, sixteen (16) airmen.
 - (e) 307th Wing Security Officer - two (2) officers, two (2) airmen. (C)
- (2) 307th Armament and Electronic Squadron and 307th Field Maintenance Squadron will furnish airmen to aid the tactical units in manning their posts. (U)

c. Guard Locations:

- (1) An Officer of the Guard will be posted at the check points of each squadron. Airmen guards will be posted as indicated on the attached diagram. (C)

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d. Weapons:

- (1) The supply section of each tactical unit will furnish either carbines or .45 caliber pistols to their Officer of the Guard and guards. (U)

e. Method of Entry on the Flight Lines:

- (1) To pass by the AP guard -- All personnel will show their SAC Form 138 (flight line badge), and give the base password to the AP guard. (S)
- (2) To enter the tactical units' area: (S)
 - (a) Personnel of the tactical units -- In most cases the Officer of the Guard will recognize them. If not, he will check for their badges, password and ID card. (S)
 - (b) Personnel of the 307th A&E Squadron, Field Maintenance and Periodic Maintenance Squadrons (and their Technical Representatives) -- Personnel from these organizations will have a code name and number placed on their badges and work orders by the work order section. The Officer of the Guard will check the badge, code name and number before permitting access. They will be permitted to work on those aircraft only for which they have work orders. Inasmuch as the personnel of these squadrons will be constantly using the code system, they should be warned of all the pitfalls which compromise the system (see "Specific Instructions" for further information on this subject). (S)

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- (c) Personnel of Base Munitions -- A code name and number will be placed on all their badges and work orders. When the munitions personnel approach the Officer of the Guard, the Officer or NCO in charge will dismount from his vehicle, present his work order and badge for examination and then personally vouch for each of his men by name as they pass through. (S)
- (d) Air Police will present a badge and base code word to the Officer of the Guard. They will not be allowed to enter the aircraft and will approach the aircraft always from the nose. (S)
- (e) Base Supply Expeditor, drivers of refueling trucks, maintenance teams and other personnel requiring access to the flight line will receive the code name and number from the 307th Wing Security Office at Base Operations (telephone 341 or 755). (S)

f. Method of handling suspicious personnel and personnel without a badge, code word, or other essentials. Such personnel should be detained and turned over to the AP rowing patrol. Methods of detention will be explained to all guards by their respective security officer before they begin duty. Personnel who are apprehended will not be mistreated. Abuse is not only unnecessary, but cause for heavy penalties under the present scoring system. (C)

g. Sabotage Alert. In case of a sabotage alert, the Air Police will assume complete control and responsibility of the flight line. The Officer

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of the Guard and guards will remain at their posts and aid in any manner the Air Police Officer in charge requests. All personnel working on an aircraft, both inside and out, will gather at the nose of the aircraft to be checked by the Air Policeman during the sweep of the area. The Air Policeman will not seek entry into the aircraft. (C)

h. Vehicle Routes: All vehicles will enter and leave the 307th Bomb Wing flight line area through the designated check points on the west side of the area. Traffic in and out of the east side will be limited to base munitions vehicles and tugs towing aircraft. See attached diagram for authorized routes around the 307th Bomb Wing flight line area. (C)

3. Specific Instructions:

a. Flight line badges will not be worn off the flight line; i.e., outside fence. (U)

b. Personnel will show their badge to NO ONE before entering the flight line.

c. Work Orders will be shown to NO ONE until arriving at the access point to the 370th, 371st, 372nd or Air Refueling Squadron areas. (U)

d. Squadron Security clerks WILL NOT explain to anyone, the code name or number written on the back of line badges and/or work orders. (U)

e. Security clerks will emphasize the importance of personnel going immediately to the area designated. Personnel will be instructed that if they do not enter the line by a designated time, they must return to the Squadron Security Clerk and receive a new code number. (C)

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f. Should any Squadron Commander have any reason to believe that his code has been compromised, he will immediately telephone the Wing Security Officer at Base Operations, telephone 755. A new code number will be given immediately. The Wing Security Officer will immediately inform the Officers of the Guard at the different access points of the change. (C)

g. All units will be informed each afternoon what the code will be for the next day. (C)

h. Only the Officer of the Guard in each squadron (370th, 371st, 372nd, ARS), will have the code of the day in his possession at the access points. (S)

i. Air Police have no need to know of the code and will under no circumstances be explained any points of the code system. (U)

j. Access to the code sheets will be kept to a minimum; if possible, one man will be assigned to issue the code numbers. (U)

k. There will be only one (1) access point to the 370th, 371st, 372nd, and AREFS areas, at which point the Officer of the Guard will be located. (C)

l. When aircraft are towed to any of the areas from the refueling pits, the crew chief of the aircraft will insure that no personnel outside of the particular squadron are in the aircraft or in the Federal Tug. (U)

m. The security of aircraft being taxied to the refueling pits will be the responsibility of the ranking officer in the aircraft. (U)

n. The Senior Officer of the aircraft will be responsible to insure that no unauthorized personnel will approach his aircraft while it is on the refueling pits. If no officer is present, the crew chief will assume the responsibility. (U)

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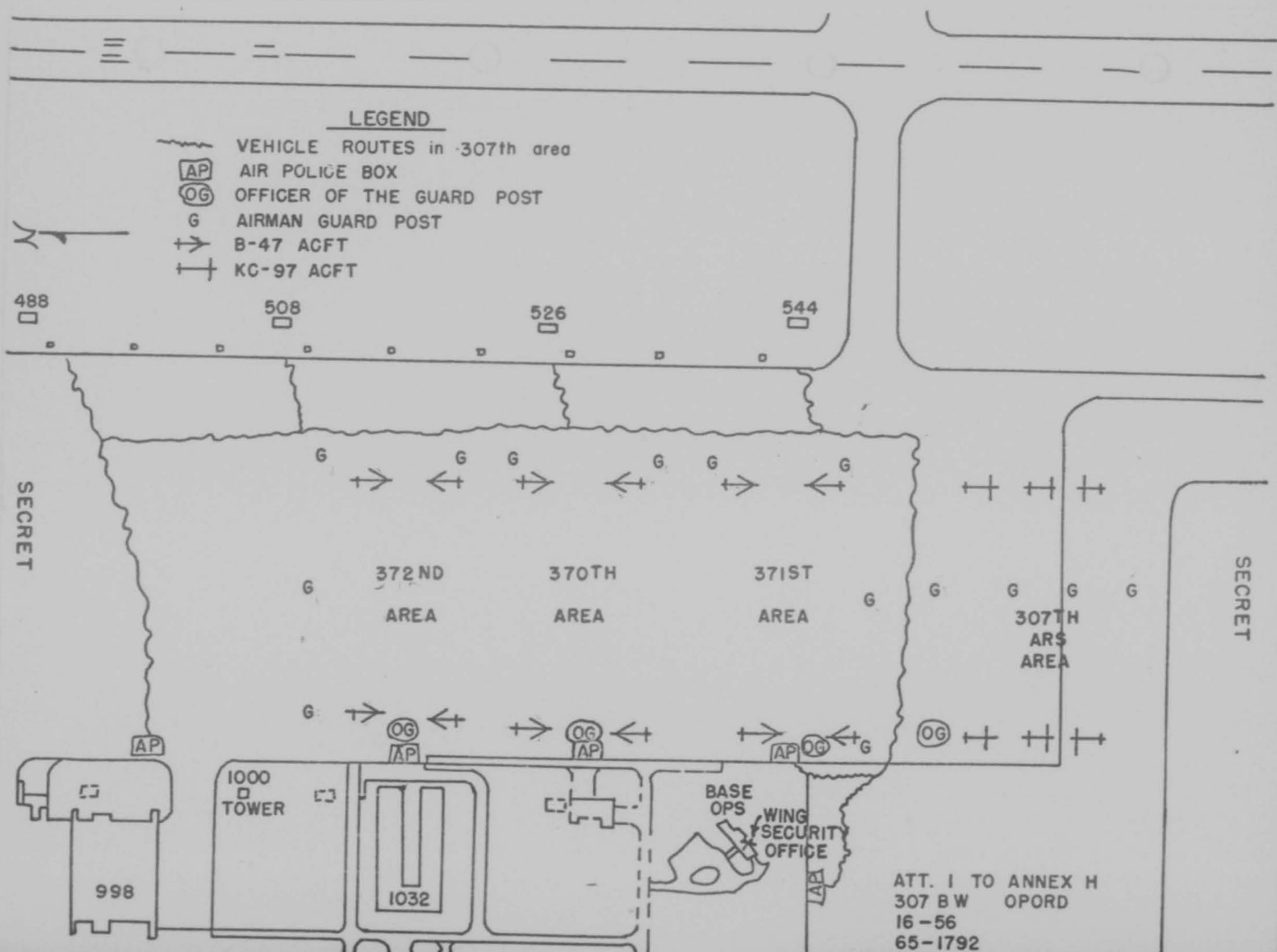
c. All violations will be immediately brought to the attention of the Wing Security Officer at Base Operations. (U)

1 Attachment:
Flt Line Area Map

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HEADQUARTERS 107TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
27 JULY 1956

APPENDIX "1"

TO

ANNEX "7"

OPERATIONS ORDER

16 - 56

A&E RING-OUT AND RELEASE CHECK SCHEDULE

This Appendix consists of 3 pages.

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
27 JANUARY 1956

APPENDIX 1 TO ANNEX "G" TO 307TH BOMBARDMENT WING (M) OPERATIONS ORDER 16-56

A&E RING-OUT AND RELEASE CHECK SCHEDULE

1. Ring-out and release checks will be performed on each aircraft during the period listed opposite each aircraft number.

FIRST WAVE

<u>AIRCRAFT NO.</u>	<u>FROM</u>	<u>TO (COMPLETED)</u>	
1	1500C - 2 Feb 56	1500C - 5 Feb 56	
2	1500C - 2 Feb 56	1500C - 5 Feb 56	
3	1500C - 2 Feb 56	1500C - 5 Feb 56	
4	1630C - 2 Feb 56	1630C - 5 Feb 56	
5	1630C - 2 Feb 56	1630C - 5 Feb 56	
6	1630C - 2 Feb 56	1630C - 5 Feb 56	
7	1800C - 2 Feb 56	1800C - 5 Feb 56	
8	1800C - 2 Feb 56	1800C - 5 Feb 56	
9	1800C - 2 Feb 56	1800C - 5 Feb 56	
10	1930C - 2 Feb 56	1930C - 5 Feb 56	
11	1930C - 2 Feb 56	1930C - 5 Feb 56	Ground Spare
12	1930C - 2 Feb 56	1930C - 5 Feb 56	Ground Spare

SECOND WAVE

13	0300C - 3 Feb 56	0300C - 6 Feb 56
14	0300C - 3 Feb 56	0300C - 6 Feb 56
15	0300C - 3 Feb 56	0300C - 6 Feb 56

Appendix 1 to Annex G
307BW Ops Order
16-56
63-1792

2

SECRET

1097

SECRET

<u>AIRCRAFT NO.</u>	<u>FROM</u>	<u>TO (COMPLETED)</u>
16	0430C - 3 Feb 56	0430C - 6 Feb 56
17	0430C - 3 Feb 56	0430C - 6 Feb 56
18	0430C - 3 Feb 56	0430C - 6 Feb 56
19	0600C - 3 Feb 56	0600C - 6 Feb 56
20	0600C - 3 Feb 56	0600C - 6 Feb 56
21	0600C - 3 Feb 56	0600C - 6 Feb 56

THIRD WAVE

22	1500C - 3 Feb 56	1500C - 6 Feb 56
23	1500C - 3 Feb 56	1500C - 6 Feb 56
24	1500C - 3 Feb 56	1500C - 6 Feb 56
25	1630C - 3 Feb 56	1630C - 6 Feb 56
26	1630C - 3 Feb 56	1630C - 6 Feb 56
27	1630C - 3 Feb 56	1630C - 6 Feb 56
28	1800C - 3 Feb 56	1800C - 6 Feb 56

2. Aircraft numbers for this appendices will be published in a flimsy on 1 Feb 56.

Appendix 1 to Annex G
307BW Ops Order
16-56
68-1792

3

SECRET

1098

370TH BOMB SQUADRON

CONFIDENTIAL

BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 Feb thru 29 Feb 56

CREW NO.	AC	OBS.	RAD. CAM.	TEST MILF GPI	FRACT. RADAR	CE	RECORD RADAR	CE	RF	VISUAL FRACT.	CE	VISUAL RECORD	CE	RF	VISUAL RELEASES	CE
*R01	Hermann	Eiland	2	0	0	-	0	-	-	0	-	0	-	-	0	-
*R02	Sullivan	Bathurst	1	0	0	-	0	-	-	0	-	0	-	-	0	-
R03	Koudsi	Weber	0	0	0	-	0	-	-	0	-	0	-	-	0	-
R04	Peebles	Schwartz	1	0	0	-	0	-	-	0	-	0	-	-	0	-
R05	McCrory	Gronberg	1	2	0	-	3	3120	67%	0	-	0	-	-	0	-
R06	Crook	Flynn	2	2	0	-	1	1180	100%	0	-	0	-	-	0	-
R08	Brooks	Mattioli	0	0	0	-	0	-	-	0	-	0	-	-	0	-
N09	Chappelle	Stutt	0	0	3	2207	0	-	-	0	-	0	-	-	0	-
R10	Shaver	Schisler	2	0	0	-	0	-	-	0	-	0	-	-	0	-
R11	Biggs	Evans	1	0	0	-	0	-	-	0	-	0	-	-	0	-
N-16	Echelbarger	Timmons	0	0	1	8250	0	-	-	0	-	0	-	-	0	-
370TH BOMB SQUADRON TOTALS . . .			10	4	4	3717	4	2635	83.5%	0	-	0	-	-	0	-
307TH BOMB WING TOTALS . .			53	17	17	2950	22	3416	66.3%	3	667	3	943	100%	0	-

* STANDARDIZATION CREW



CONFIDENTIAL

60-1159

371ST BOMB SQUADRON

CONFIDENTIAL
BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 Feb thru 29 Feb 56

CREW NO.	AC	OBS.	RAD. CAM.	TEST MALF GPI	PRACT. RADAR	CE	RECORD RADAR	CE	RF	VISUAL PRACT.	CE	VISUAL RECORD	CE	VISUAL RECORDS	CE
R30	Pepo	Pelletier	6	1	0	-	5	3994	80%	0	-	0	-	-	-
R31	Minnick	Johnson	1	0	0	-	0	-	-	0	-	0	-	-	0
N32	Mattick	Troutman	0	0	0	-	0	-	-	0	-	0	-	-	0
R33	Webber	Allen	1	0	0	-	1	5400	0%	0	-	0	-	-	0
*R34	Hoover	Moore	1	0	0	-	0	-	-	0	-	0	-	-	0
R35	Hall	Hill	4	0	0	-	0	-	-	0	-	0	-	-	0
R36	Darden	Bicak	3	0	0	-	1	18,070	0%	0	-	0	-	-	0
R37	Bifford	Hesse	4	1	0	-	5	1296	100%	0	-	0	-	-	0
R38	Bowling	Selmo	0	2	0	-	0	-	-	0	-	0	-	-	0
N39	Hoffman	Bardnell	0	0	5	2522	0	-	-	3	667	0	-	-	0
R40	Guy	Fliger	1	0	0	-	0	-	-	0	-	0	-	-	0
N41	Peterson	Samuels	3	0	0	-	0	-	-	0	-	0	-	-	0
371ST BOMB SQUADRON TOTALS . . .			24	4	5	2522	12	4047	45%	3	667	0	-	-	0
307TH BOMB WING TOTALS . .			53	17	17	2950	22	3416	66.3%	3	667	3	943	100%	0

* STANDARDIZATION CREW

CONFIDENTIAL

372ND BOMB SQUADRON

CONFIDENTIAL
BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 Feb 56 thru 29 Feb 56

CREW NO.	AC	OBS.	RAD. CAM.	TEST MALF GPI	PRACT. RADAR	CE	RECORD RADAR	CE	RF	VISUAL PRACT.	CE	VISUAL RECORD	CE	RF	VISUAL RELEASES	CE
*R60	Nordstrom	Leslie	1	0	0	-	0	-	-	0	-	0	-	-	0	-
R61	Holden	Anthony	4	0	0	-	3	2297	100%	0	-	0	-	-	0	-
R62	Hull	Bilek	3	0	0	-	2	5106	50%	0	-	0	-	-	0	-
N65	Boudreaux	Hart	0	0	0	-	0	-	-	0	-	0	-	-	0	-
R66	Geiker	Hudkins	1	0	0	-	0	-	-	0	-	0	-	-	0	-
R67	Mann	Davis	0	0	0	-	1	2670	100%	0	-	0	-	-	0	-
R68	Phillips	Hathaway	1	0	0	-	0	-	-	0	-	0	-	-	0	-
R69	Wheeler	Crowey	1	0	0	-	0	-	-	0	-	0	-	-	0	-
R70	Morrison	Kennedy	1	0	0	-	0	-	-	0	-	0	-	-	0	-
R71	Kohlischeon	Walrath	1	1	0	-	0	-	-	0	-	3	943	100%	0	-
R72	Sullivan	Marcanti	0	3	1	100	0	-	-	0	-	0	-	-	0	-
R73	Terry	Roseling	3	2	0	-	0	-	-	0	-	0	-	-	0	-
R75	Dodge	Pelquist	3	3	7	3081	0	-	-	0	-	0	-	-	0	-
372ND BOMB SQUADRON TOTALS. . . .			19	9	8	3095	6	3348	83%	0	-	3	943	100%	0	-
371ST BOMB SQUADRON TOTALS. . . .			24	4	5	2522	12	4047	45%	3	667	0	-	-	0	-
370TH BOMB SQUADRON TOTALS. . . .			10	4	4	3717	4	2635	83.5%	0	-	0	-	-	0	-
307TH BOMB WING TOTALS . . .			53	17	17	2950	22	3416	66.3%	3	667	3	943	100%	0	-

* STANDARDIZATION CREW.

CONFIDENTIAL

370TH BOMB SQUADRON

NAVIGATION ACCOMPLISHMENTS *
(Part II)

DATE: 1 Feb thru 29 Feb 56

CREW NO.	AC	OBS	NITE CELESTIAL			DAY CELESTIAL		GRID			
			NO.	CEA	RF	NO.	CEA	CELESTIAL NO.	CEA	RADAR NO.	CEA
R01	Hermann	Eiland	1	8	100%	1	10	0	-	0	-
R02	Sullivan	Bathurst	0	-	-	0	-	0	-	0	-
R03	Koudsi	Weber	0	-	-	0	-	0	-	0	-
R04	Peebles	Schwartz	0	-	-	0	-	1	30	0	-
R05	McGrary	Gronberg	1	19	100%	1	30.5	0	-	0	-
R06	Crook	Flynn	0	-	-	1	37.5	0	-	1	20.5
R08	Brooks	Attoli	0	-	-	0	-	0	-	0	-
R09	Chappelle	Stutt	0	-	-	1	17.5	0	-	0	-
R10	Shaver	Schisler	1	32	100%	1	5	2	3.2	0	-
R11	Biggs	Evans	0	-	-	1	12	0	-	0	-
370TH BOMB SQUADRON TOTALS			3	19.7	100%	6	18.7	3	23.6	1	20.5
307TH BOMB WING TOTALS . . .			13	18.3	100%	17	22.5	11	26.2	2	14.2

* Only Photo Scored Navigation Legs Are Listed.

CONFIDENTIAL

371ST BOMB SQUADRON

CONFIDENTIAL
NAVIGATION ACCOMPLISHMENTS *
(Part II)

DATE: 1 Feb thru 29 Feb 56

CREW NO.	AC	QBS	NITE CELESTIAL			DAY CELESTIAL		GRID			
			NO.	CEA	RF	NO.	CEA	CELESTIAL NO.	CEA	RADAR NO.	CEA
R30	Pope	Moore	1	18	100%	1	38.5	0	-	0	-
R31	Minnick	Johnson	1	19	100%	0	-	0	-	0	-
N32	Mattick	Troutman	0	-	-	1	11.5	0	-	0	-
R33	Weber	Allen	1	14	100%	1	49.5	0	-	0	-
R34	Hoover	Pelletier	0	-	-	0	-	0	-	0	-
R35	Hall	Hill	1	29	100%	0	-	1	50	0	-
R36	Darden	Bisak	0	-	-	0	-	0	-	0	-
R37	Bifford	Messe	0	-	-	0	-	2	14.2	0	-
R38	Bowling	Selmo	1	20	100%	0	-	0	-	0	-
N39	Hofman	Bardnell	0	-	-	0	-	3	26.1	0	-
R40	Guy	Fliger	0	-	-	2	14.7	1	29	0	-
371ST BOMB SQUADRON TOTALS			5	20	100%	5	25.8	7	26.5	0	-
307TH BOMB WING TOTALS . . .			13	18.3	100%	17	22.5	11	26.2	2	14.2

* Only Photo Scored Navigation Legs Are Listed.

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372ND BOMB SQUADRON

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NAVIGATION ACCOMPLISHMENTS *
(Part II)

DATE: 1 Feb thru 29 Feb 56

CREW NO.	AC	OPS	NITE CELESTIAL			DAY CELESTIAL		GRID			
			NO.	CEA	RF	NO.	CEA	CELESTIAL NO.	CEA	RADAR NO.	CEA
R60	Wordstrom	Leslie	1	12	100%	0	-	0	-	0	-
R61	Bolden	Anthony	1	15	100%	1	35	0	-	1	8
R62	Hull	Bilek	1	15	100%	1	38	0	-	0	-
R65	Boudreau	Hart	0	-	-	0	-	0	-	0	-
R66	Gieker	Hudkins	1	29	100%	0	-	0	-	0	-
R67	Mann	Davis	0	-	-	0	-	0	-	0	-
R68	Phillips	Mathaway	0	-	-	1	16	0	-	0	-
R69	Wheeler	Corey	0	-	-	0	-	0	-	0	-
R70	Morrison	Kennedy	1	8.5	100%	1	10	0	-	0	-
R71	Kohlischean	Walrath	0	-	-	0	-	1	17	0	-
R72	Sullivan	Marcanti	0	-	-	0	-	0	-	0	-
R73	Terry	Roseling	0	-	-	2	21.2	0	-	0	-
R75	Dodge	Palquist	0	-	-	0	-	0	-	0	-
372ND BOMB SQUADRON TOTALS			5	15.9	100%	6	23.6	1	17	1	8
307TH BOMB WING TOTALS . . .			13	18.3	100%	17	22.5	11	26.2	2	14.2

* Only Photo Scored Navigation Legs Are Listed.

CONFIDENTIAL

Base History

Lincoln Air Force Base Strength Report

Average for: February 1956

Organization	Officers			Airmen			Aggregate	
	Auth	Asgd	PFD	Auth	Asgd	PFD	Auth	Asgd
Hq 818th Air Div...	10	9	8	8	8	8	18	17
Hq 98th Bomb Wing..	55	47	44	109	98	94	164	145
343d Bomb Sq.....	77	65	65	100	77	75	177	142
344th Bomb Sq.....	77	66	62	100	73	70	177	139
345th Bomb Sq.....	77	68	66	100	81	77	177	149
98th Air Reflg Sq..	100	90	80	224	214	202	324	304
98th A-E Maint Sq..	13	7	7	329	335	317	342	342
98th Fld Maint Sq..	8	7	7	423	363	344	431	370
98th Per Maint Sq..	4	3	3	109	87	74	113	90
98th Tac Hospital..	27	17	15	94	68	57	121	85
Total	438	370	349	1588	1396	1310	2026	1766
Hq 307th Bomb Wg...	46	51	47	109	109	101	155	160
370th Bomb Sq.....	80	62	51	103	86	79	183	148
371st Bomb Sq.....	80	61	52	103	86	79	183	147
372nd Bomb Sq.....	80	62	50	103	84	79	183	146
307th Air Reflg Sq.	100	79	74	224	222	208	324	301
307th A-E Maint Sq.	13	6	6	391	344	321	354	350
307th Fld Maint Sq.	8	8	6	423	382	362	431	390
307th Per Maint Sq.	4	3	2	109	96	90	113	99
307th Tac Hospital.	27	10	10	94	63	59	121	73
Total	438	342	298	1609	1472	1378	2017	1814
Hq 818th ABGp.....	68	55	52	301	379	343	369	434
818th Air Pol Sq...	14	6	4	434	419	347	448	425
818th Food Sv Sq...	2	1	1	162	150	109	164	151
818th Instls Sq....	7	9	9	285	285	248	292	294
818th Mtr Veh Sq...	6	5	4	183	171	132	189	176
818th Opns Sq.....	16	10	10	178	159	135	194	169
818th Supply Sq....	16	14	11	421	348	291	437	362
4168th USAF Disp...	5	2	2	15	1	1	20	3
Total	134	102	91	1979	1912	1606	2113	2014
Total 818AD	1020	823	746	5184	4788	4302	6204	5611
Auditor General....	3	2	2	1	0	0	4	2
Det 8, 2nd Wea Sq..	8	5	5	17	14	13	25	19
Det 2, 1911th AACs.	2	1	1	36	33	32	38	34
B47-5 Mbl Tng Det..	1	0	0	15	10	8	16	10
B47-E6 Mbl Tng Det.	0	0	0	7	6	6	7	6
Total	14	8	8	76	63	57	90	71
Total Lincoln AFB	1034	831	754	5260	4851	4359	6294	5682

FORM
818ABG
16 Nov 54

78 REVISED

Source:
Morning ReportsPrepared by:
Statistical Services
Office Ext. 477

Lincoln Air Force Base Strength Report

As of 29 February 1956

Organization	Officers			Airmen			Aggregate	
	Auth	Asgd	PFD	Auth	Asgd	PFD	Auth	Asgd
Hq 818th Air Div...	10	9	8	8	8	8	18	17
Hq 98th Bomb Wing..	55	45	43	109	94	93	164	139
343d Bomb Sq.....	77	68	64	100	77	73	177	145
344th Bomb Sq.....	77	67	61	100	74	70	177	141
345th Bomb Sq.....	77	68	65	100	83	74	177	151
98th Air Reflg Sq..	100	91	83	224	208	188	324	299
98th A-E Maint Sq..	13	8	7	329	339	313	342	347
98th Fld Maint Sq..	8	7	3	423	360	350	431	367
98th Per Maint Sq..	4	3	3	109	87	82	113	90
98th Tac Hospital..	27	17	14	94	67	60	121	84
Total	438	374	343	1588	1389	1303	2026	1763
Hq 307th Bomb Wg...	46	50	45	109	110	100	155	160
370th Bomb Sq.....	80	62	50	103	87	79	183	149
371st Bomb Sq.....	80	62	49	103	86	79	183	148
372nd Bomb Sq.....	80	62	52	103	83	78	183	145
307th Air Reflg Sq.	100	83	77	224	222	212	324	305
307th A-E Maint Sq.	13	7	7	391	350	328	404	357
307th Fld Maint Sq.	8	5	8	423	386	362	431	391
307th Per Maint Sq.	4	4	3	109	99	93	113	103
307th Tac Hospital.	27	10	10	94	62	60	121	72
Total	438	345	301	1609	1485	1391	2047	1830
Hq 818th ABGP.....	68	57	55	301	382	337	369	439
818th Air Pol Sq...	14	6	6	434	415	387	448	421
818th Food Sv Sq...	2	1	1	162	155	138	164	156
818th Instls Sq....	7	9	9	285	279	251	292	288
818th Mtr Veh Sq...	6	5	4	183	170	160	189	175
818th Opns Sq.....	16	9	8	178	161	147	194	170
818th Supply Sq....	16	14	12	421	352	310	437	366
4168th USAF Disp...	5	2	2	15	1	1	20	3
Total	134	103	97	1979	1915	1731	2113	2018
Total 818AD	1020	831	749	5184	4797	4438	6204	5628
Auditor General....	3	2	2	1	0	0	4	2
Det. 8, 2nd Wea Sq.	8	5	5	17	14	13	25	19
Det. 2, 1911th AACS	2	1	1	36	33	30	38	34
B-47-5 Mbl Tng Det.	1	0	0	15	10	8	16	10
B-47-E6 Mbl Tng Det.	0	0	0	7	6	6	7	6
Total	14	8	8	76	63	57	90	71
Total Lincoln AFB	1034	839	757	5260	4860	4495	6294	5339

FORM
818ABG 78
16 Nov 54

REVISED

Source:
Morning Reports

Prepared by:
Statistical Services
Office Ext. 477

NAVIGATION RESULTS - "SWAN DIVE"

1. THE NAVIGATION RESULTS OF SWAN DIVE ARE CONSIDERED GOOD. EACH CELL LEADER WAS DIRECTED TO FLY TWO NAVIGATION MISSIONS. THREE OUT OF THE 12 DIRECTED MISSIONS WERE IMPOSSIBLE TO FLY DUE TO STM AF DIRECTED DELAYED TAKEOFFS. OF 9 POSSIBLE, 8 WERE COMPLETED. THE CELL LEADERS NAVIGATION GRADES WERE:

NIGHT CELESTIAL	15
DAY CELESTIAL	28

2. THE FIRST CELL OF THE FIRST WAVE LED BY CAPTAIN HILAND FLOW THE ROUTE AS BRIEFED, WITH THE EXCELLENT NAVIGATION SCORES AS LISTED. NITE CELESTIAL 8NM, DAY CELESTIAL 10NM. LT EVANS SPENT THE MAJOR PORTION OF THE FIRST NAV LEG STATION KEEPING. THIS WAS HIS FIRST EXPERIENCE IN CELL FORMATION. HIS DAY CELESTIAL CR WAS 12 MILES. CAPT WILKINSON RECEIVED TWO EXCELLENT SCORES OF 8½ AND 10 MILES.

3. THE SECOND CELL LED BY LT ANTHONY COMPLETED THE NIGHT CELESTIAL WITH NO DIFFICULTIES. THE DAY CELESTIAL MISSION WAS STARTED OFF TEMPORARILY OFF COURSE DUE TO THE OBSERVER MISTAKING THE EDGE OF THE ICE CAP AS THE LABRADOR COAST. HOWEVER, THRU THE USE OF EXCELLENT JUDGMENT, AIDED BY CELESTIAL LOG'S, THE OBSERVER DETERMINED HIS POSITION AND ORIENTED BACK TO INTERCEPT THE ORIGINAL INTENDED TRACK. THE REST OF THE ROUTE WAS FLOWN AS BRIEFED. THE SCORES WERE:

LT ANTHONY	NITE CEL - 15	DAY CEL - 35
CAPT HATHAWAY	UNSCORABLE PHOTO	DAY CEL - 16
CAPT SCHISLER	NITE CEL - 32	DAY CEL - 5

4. BOTH CELLS OF THE SECOND WAVE WERE UNABLE TO FLY A DAY CELESTIAL NAV LEG BECAUSE OF A DIRECTED LATE TAKEOFF. AS A RESULT, A RADAR NAV LEG WAS FLOWN. NEITHER CELL OF THIS WAVE EXPERIENCED ANY NAVIGATIONAL DIFFICULTY.

3-885-3

1107

LT FLYNN'S TANKER TOOK HIS AIRCRAFT SO FAR OFF COURSE, OUT OVER THE WATER, THAT THE MAJOR PORTION OF THE DAY LEG WAS SPENT IN OVERTAKING AND MOVING IN CELL FORMATION. CAPT SCHWARTZ'S CAMERA MALFUNCTIONED AT HIS ETA. HIS ESTIMATED SCORE WAS 15 NM. BOTH CAPT ALLEN AND CAPT NILES RECEIVED EXCELLENT SCORES OF 14 AND 15 NM RESPECTIVELY.

5. THE SECOND CELL EXPERIENCED NO DIFFICULTIES WHATSOEVER. LT JOHNSON'S SCORE 19 NM. LT HUNTER'S 29 NM.

6. THE FIRST CELL OF THE THIRD WAVE EXPERIENCED NO NAVIGATIONAL DIFFICULTIES. THE CELL LEADER, CAPT MOORE, RECEIVED A NITE CEL SCORE OF 18 NM, DAY CEL 38 1/2 NM.

CAPT GROVER'S 19 AND 30 1/2

CAPT NICKAL EXPERIENCED A CAMERA MALFUNCTION AND REPAIRED IT IN TIME FOR HIS HOME RUN.

LT WILL 29 MILES ON THE NITE CELESTIAL. AT THE COMPLETION OF THE DAY CEL LT WILL HAD HIS SCOPE ORIENTATED FOR STATION KEEPING - MAINTAINING THE PENETRATION CELL - AND THEREFORE WAS UNABLE TO TAKE A PICTURE.

7. THE SECOND CELL OF THE THIRD WAVE'S NITE CELESTIAL MISSION WAS INCOMPLETE DUE TO A DELAYED TAKEOFF. DAYLIGHT OCCURED ABOUT ONE HOUR OUT OF DESTINATION. AT THAT TIME CAPT BATHURST HAD OBTAINED 6 IOP'S. THE REQUIREMENT FOR THE CELL LEADER WAS 8. HOWEVER, CAPT LESLIE WITH 6 IOP'S DID FULFIL HIS REQUIREMENT. HIS SCORE WAS 12 NM. CAPT BATHURST ESTIMATED HIS AT 21 NM.

8. THE DAY CELESTIAL MISSION WAS STARTED A LITTLE NORTH OF THE INTENDED LANDFALL ON THE LABRADOR COAST. THE LEAD AIRCRAFT WAITED FOR THE OBSERVER IN #2 AIRCRAFT TO COMPLETE A CELESTIAL OBSERVATION. HOWEVER, THE CELL IMMEDIATELY ALTERED TO INTERCEPT THE INTENDED TRACK. THE AIRCRAFT STAYED ON COURSE UNTIL A POINT ABOUT 450 MILES FROM DESTINATION. AT THIS POINT THE

3-885-5

1108

AIRCRAFT STARTED TO CLIMB INTO A PENETRATION CELL. THE LEAD AIRCRAFT EVIDENTLY STARTED TO TURN RIGHT, UNAWARE TO THE OBSERVER. NUMBER 2 AND 3 AIRCRAFT WERE AWARE OF THIS SITUATION BUT DID NOT MAKE THIS FACT KNOWN TO THE LEAD.

9. AT THE COMPLETION OF THE LEG, THE OBSERVER, FINDING HIMSELF TOO FAR RIGHT OF COURSE, ALTERED INTO THE WEEP TO MAKE IT GOOD.

10. I PERSONALLY FEEL THAT THE WING DID A COMMENDABLE JOB IN NAVIGATION ON THIS MISSION. THIS MISSION REPRESENTED THE INITIAL EFFORT FOR ONE OBSERVER IN STATION KEEPING AND AT THE SAME TIME MAKING CELESTIAL OBSERVATIONS FOR A NAVIGATION LEG. THIS DUAL JOB IS A HEAVY WORKLOAD ON A CREW. CONSIDER ALSO THE JOCKEYING OF POWER REQUIRED TO MAINTAIN POSITION BOTH NIGHT AND DAY. THE RESULTS CONSIDERED IN THIS LIGHT WERE VERY GOOD. THANK YOU!

BOMBING RESULTS

1. THE BOMBING RESULTS ON "DEAN DIVER" ARE CONSIDERED SATISFACTORY. OF 19 AIRCRAFT OVER THE TARGET 17 WERE EFFECTIVE. THE TWO INEFFECTIVE AIRCRAFT WILL BE COVERED INDIVIDUALLY IN THE CREW ANALYSIS.
2. THE BEST SCORES WERE RECEIVED BY CREWS R-31 AND R-66. BOTH SCORES ARE 300 FEET.
3. CREW R-35 RECEIVED AN UNSATISFACTORY SCORE DUE TO AIMING POINT IDENTIFICATION. INITIAL CROSSHAIR PLACEMENT WAS BETWEEN THE TARGET AND THE OAP. THE OBSERVERS SELECTED A BRIDGE-MARSHALLING YARD COMBINATION RETURN APPROXIMATELY 18000 FEET WEST OF THE OAP AND COMPLETED THE RUN ON THIS RETURN. THE CORRECT OAP IS DISPLAYED ON THE 8000X PHOTOS PRIOR TO SWITCHING TO SECTOR SCAN. AFTER SWITCHING TO SECTOR SCAN LOW GAIN SETTINGS ARE USED AND ONLY THE SELECTED OFFSET AIMING POINT AREA IS PRESENT. THIS ERROR IS ATTRIBUTED TO OBSERVER ERROR.
4. CREW R-33 MADE AN UNSATISFACTORY BOMB RUN DUE TO THE CROSSHAIR STICKING AT THE OUTER LIMIT. THIS MALFUNCTION WAS CAUSED BY A DEFECTIVE TRACKING CONTROL. HOWEVER, THE SCORE COULD HAVE BEEN CONSIDERABLY REDUCED IF THE OBSERVER HAD FOLLOWED THE ALTERNATE PROCEDURES FOR FIXED ANGLE BOMBING AS OUTLINED IN CHAPTER 13 OF SAC MANUAL 50-38. THE OBSERVER LEFT THE CROSSHAIRS ON THE SCOPE WITH THE AZ MARK STICK TOWARD THE REAR OF THE AIRCRAFT. NO HEADING REFERENCE WAS PRESENT ON THE SCOPE. THE BOMB RELEASE WAS ACTIVATED APPROXIMATELY 20 MILES BACK FROM THE TARGET. THE OBSERVER SHOULD HAVE SWITCHED TO FIXED RANGE MARKS AND USED THE TRUE HEADING MARKER TO DIRECT THE AIRCRAFT OVER THE TARGET AREA. THE ALTERNATE FIXED ANGLE PROCEDURE OUTLINES A RELEASE BETWEEN 6.5 AND 8.5 NM FROM THE TARGET DEPENDING ON GS. RADAR RANGE SHOULD

BE REDUCED AS APPLICABLE FOR BETTER RANGE ESTIMATION. AS IT WAS A LARGE ERROR WAS MADE IN BOTH RANGE AND AZIMUTH. THE OBSERVER WAS EXTREMELY HINDERED ON THIS BOMB RUN DUE TO THE MALFUNCTION OCCURRING AFTER DEPARTING THE I.P. THE MALFUNCTION WAS NOT PRESENT DURING THE BOMB EQUIPMENT CHECK. THE PRIMARY CAUSE OF THE ERROR IS ATTRIBUTED TO MATERIAL FAILURE.

5. R-02 COULD NOT BE SCORED DUE TO INSUFFICIENT RETURNS ON THE SCOPE PHOTOS. THE AIRCRAFT CAN BE LOCATED OVER THE IP, BUT UPON SWITCHING TO SECTOR SCAN NO USABLE RETURNS OR CROSSHAIRS APPEAR ON THE PHOTOS.

6. R-36 COULD NOT BE SCORED FOR THE SAME REASON AS R-02. CAMERA OPERATION IN BOTH OF THESE AIRCRAFT IS UNSATISFACTORY. MODIFICATION OF THE CIRCUITRY IN THE AM-193 TO CORRECT THE MALFUNCTIONS IS CURRENTLY IN PROGRESS.

7. CREW R-60 WAS NOT EFFECTIVE DUE TO THE RUN WAS MADE ON THE WRONG COMPLEX. THE REASON FOR THE ERROR CANNOT BE ACCURATELY DETERMINED, HOWEVER, IT IS BELIEVED THE LAT AND LONG COUNTERS WERE SET WITH LATITUDE ONE DEGREE OFF AT THE PRE-IP. THE OBSERVER USED GPI ASSISTANCE TO LOCATE THE TARGET AND AFTER CROSSHAIRS WERE PLACED THE COUNTERS WERE CHECKED. WITH A ONE DEGREE ERROR IN LATITUDE SET IN THE COUNTER, REFERENCE POINT INDICATION WOULD PLACE THE LATITUDE OF THE TARGET REASONABLY CLOSE TO THE COMPLEX THE OBSERVER USED FOR THE BOMB RUN. SINCE THE BOMB RUN WAS NOT ACCOMPLISHED ON THE TARGET AREA, THE AIRCRAFT WAS NOT EFFECTIVE AND NO SCORE WAS GIVEN. THE ERROR IS ATTRIBUTED TO OBSERVER ERROR.

8. R-03 ABORTED THE BOMB RUN DUE TO THE LOSS OF RADAR PRESENTATION. THE OBSERVER CHANGED FUSE 2306 THREE TIMES AND EACH TIME THE FUSE BLEW. A DEFECTIVE PP259 WAS THE CAUSE OF THE MALFUNCTION.

9. CREW R-67, IN AIRCRAFT 071, ABORTED PRIOR TO THE IP AND RETURNED TO THE BASE DUE TO THE LOSS OF VIDEO RETURNS ON THE PPI. THE MALFUNCTION COULD NOT BE DUPLICATED ON THE GROUND IMMEDIATELY AFTER LANDING OR ON A

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SUBSEQUENT K TEST FLIGHT. THE REASON FOR THE ABORT IS UNKNOWN. DURING THE LAST PERIODIC INSPECTION ON THIS AIRCRAFT DOCK MAINTENANCE NOTED THE RADAR DOME WAS SATURATED WITH HYDRAULIC FLUID. THE ANTENNA HAD NOT BEEN CHANGED PRIOR TO THE FLIGHT.

10. ALL OTHER ABORTS ARE NOT ATTRIBUTED TO BOMBING EQUIPMENT OR OBSERVER ERROR.

11. ON EVALUATION MISSIONS IN THE PAST, IT HAS BEEN THE POLICY OF SAC TO GIVE MAXIMUM GROSS ERROR SCORES TO AIRCRAFT ABORTING AFTER DEPARTING THE IP. ON A MISSION OF THIS TYPE, THE OBSERVER SHOULD MAKE EVERY EFFORT TO OBTAIN THE BEST POSSIBLE SCORE IN CASE MALFUNCTIONS OCCUR ON THE BOMB RUN. A THOROUGH KNOWLEDGE OF THE EMERGENCY BOMBING PROCEDURES AS OUTLINED IN CHAPTER 13 OF THE 50-38 ARE NECESSARY TO COMPLETE A BOMB RUN WITH ANY DEGREE OF ACCURACY WHEN MALFUNCTIONS OCCUR ON THE BOMB RUN.

12. THE NEXT CHART OUTLINES THE IBDA ACCOMPLISHMENTS ON THE MISSION. OF THE 17 EFFECTIVE AIRCRAFT 15 RECEIVED CREDIT FOR ACCOMPLISHING IBDA PHOTOGRAPHY. THE PHOTOGRAPHS OF CREW R-35 ARE CONSIDERED EXCELLENT. PHOTOGRAPHS OF SIX OTHER CREWS WERE RATED GOOD.

CREW R-01 DID NOT ACCOMPLISH THE REQUIRED PHOTOGRAPHY DUE TO THE FILM STICKING IN THE EXPOSURE TRACK OF THE CAMERA MAGAZINE. CONDENSATION IN THE CAMERA MAGAZINE CAUSED THE FILM TO STICK IN THE EXPOSURE TRACK.

CREW R-11 PHOTOS WERE GOOD, HOWEVER THE CROSSHAIRS REMAINED ON THE OFFSET AIMING POINT THROUGH TO EXPIRATION OF ATP. THIS PREVENTS ACCURATE PLOTTING OF THE BOMB BURST. THE OFFSET SWITCH SHOULD BE MOVED TO THE OUT POSITION AS SOON AS POSSIBLE AFTER BOMB RELEASE.

CREW R-70 PHOTOS WERE RATED FAIR DUE TO HIGH GAIN SETTING AFTER BOMB RELEASE. GAIN SETTING SHOULD BE DETERMINED PRIOR TO THE PRE IP FOR OPTIMUM PRESENTATION AT APPROXIMATELY TEN MILES RANGE.

CREW R-68 PHOTOS WERE RATED POOR DUE TO LOW GAIN SETTING AND

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INTERFERENCE FROM EXTERIOR LIGHT, MOST PROBABLY THE OBSERVERS DECK LIGHT. AGAIN, THE PRE DETERMINED OPTIMUM GAIN SETTING SHOULD BE SET IMMEDIATELY AFTER BOMBS AWAY.

CREW R-10 PHOTOS WERE GOOD, HOWEVER AGAIN THE CROSSHAIR REMAINED IN OFFSET.

CREW R-33 DID NOT ACCOMPLISH THE REQUIRED PHOTOS DUE TO THE CROSSHAIRS STICKING AS PREVIOUSLY EXPLAINED.

CREW R-62 PHOTOS ARE RATED FAIR DUE TO LOW GAIN SETTING.

CREW R-06 PHOTOS ARE RATED POOR DUE TO THE GAIN SETTING NOT BEING INCREASED AFTER BOMBS AWAY. THE CROSSHAIRS REMAINED IN OFFSET THROUGHOUT THE MANEUVER.

CREW R-66 PHOTOS ARE RATED FAIR DUE TO SWARMED RETURNED AFTER LEVEL OFF. GAIN SETTING AND SWITCH POSITIONS INDICATE THE OBSERVER FOLLOWED THE CORRECT PROCEDURES.

CREW R-05 PHOTOS WERE RATED FAIR DUE TO LOW GAIN SETTING.

CREW R-36 AND R-02 PHOTOS WERE BOTH POOR DUE TO UNSATISFACTORY CAMERA OPERATION. THE AM 193 IN BOTH AIRCRAFT IS CURRENTLY BEING MODIFIED TO CORRECT THE MALFUNCTION.

CREW R-60 DID NOT RECEIVE CREDIT FOR IRDA SINCE THE AIRCRAFT WAS NOT EFFECTIVE DUE TO THE BOMB RUN BEING COMPLETED ON THE WRONG COMPLEX, HOWEVER, IRDA PRO

CREW R-60 COMPLETED THE BOMB RUN ON THE WRONG COMPLEX AND DID NOT ACCOMPLISH IRDA AGAINST THE TARGET.

CREW R-03 DID NOT ACCOMPLISH IRDA DUE TO FAILURE OF THE PR259 CAUSING COMPLETE LOSS OF RADAR.

THE BEST IRDA PHOTOGRAPHY WAS ACCOMPLISHED BY CREW R-35. HERE ARE TWO SLIDES OF THEIR PHOTOGRAPHY.

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FM COMNAV AIR DIV 512 LINCOLN AFB TEXAS
TO COMNAF 8 WESTVIEW AFB MASS

/CONFIDENTIAL/ALIVE-02/073. 1-21/16-56/BA/30724/Wave One (1)/Swan Dive.

2A. 43 BC

2B. 30

2C. 7

2D. 8

2E. 2

2F. 6

2G. 0

2H. 6

2I. Rocky 27 lost No. three (3) engine 00:31 minutes after takeoff and returned to base.

Rocky 30 indications of tanker boom malfunction. Did not receive fuel in "One Step" refueling area.

2J. N/A

2K. 0

3. Remarks: A. Reference par. 2B, spare aircraft took off with second cell to replace air short in first cell.
B. Following aircraft sabotaged: Rocky 13, 18, 23, 27, 28, 30, 36, 45 and 54.

TOT 08/0240Z FEB BJR

TOR 08/0244Z FEB AY

FM COMNAV AIR DIV 512 LINCOLN AFB TEXAS

TO COMNAF 8 WESTVIEW AFB MASS

/CONFIDENTIAL/ZIFFO 02-111/2-21/16-56/AFB/30724/Wave 2/Swan Dive.

2. A. 43 BC

B. 30

C. 7

D. 7

E. 1

F. 6

G. 0

H. 6

I. Rocky 46. Radar failure after "One Step" refueling.

J. N/A

K. 0

3. Remarks:

A. Following aircraft sabotaged: Rocky 13, 18, 23, 27, 28, 30, 36, 45 and 54. Three of these aircraft were in post flight docks.

B. Ref para 2B: Represents total aircraft required for all three waves.

TOT 09/1944Z FEB SE

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FM COMNAVJAG CDR LINCOLN AFB ABX

TO COMNAVJAG 8 WASHINGTON, D.C. 1400

/CONFIDENTIAL/REF ID: A2-144. B-21/16-56/DAF/30784/Have 3/ Ocean Dive.

2A. 43 EC

2B. 30

C. 10

D. 9

E. 4

F. 5

G. 0

H. 5

I. Rocky 30. Radar failure prior to "One Stop" refueling.

Rocky 32 could not retract landing gear.

Rocky 34 radar failure prior to target.

Rocky 53 failed to bomb briefed target complex.

J. N/A

K. 0

3. Remarks:

A. Following aircraft sabotaged: Rocky 13, 14, 23, 27, 28, 30, 34, 45, and 54. Three of these aircraft were in post flight docks.

B. Ref Para 2B: Represents total aircraft required for all three waves.

TOT 10/0310Z FEB 63

TOR 10/0312Z FEB 63

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SECRET

FROM: COMNAVJ 815 LINGOL AFB BARR

2 FEB

TO: COMNAVJ 8 WESTVIEW AFB BARR

/SECRET/11110/117001 02-1147 B27/16-56/BAF/3070W/Own Dive.

1. In recognition of the comparatively low radar reliability status of the B-47's assigned this wing, the original scheduled number of twenty (20) aircraft was reduced to twenty one (21). Nineteen (19) aircraft flew the route, of which seventeen (17) were effective. Overall results are considered as being good. Photo scores show a wing bombing CBF of 1100' and a CBF of 8732' (2090' excluding an 81,000' fixed angle bomb). Night celestial CBA was 18 NM (100% RF) and day celestial CBA 19.5 NM. Of 21 attempted refuelings at "One Step" five were less than 40,000 lbs onload of which four were sufficient to continue the mission. Of 19 attempted refuelings at "Willie" one was less than 50,000 lbs but sufficient to continue the mission. The special weapons exercise was accomplished as scheduled and was rated as excellent by a higher headquarters observer.

2. This was the first double refueling BCB flown by this wing. The crews gained considerable confidence as to their ability to successfully execute their BWP mission. Valuable initial experience and confidence in navigating in semi-polar areas was accomplished. Scope photos and critique of enroute and penetration cell tactics disclosed current capability and sharply pointed out areas which will be given special attention. Through crew critique and mission analysis, the BWP plans team gained considerable experience and is now able to plan and brief the Wing's BWP mission more realistically. The BCB Tanker Task Force BWP proved workable.

3. Recommendations:

a. To more accurately determine actual dependable capabilities of crews to accomplish BWP, recommend mission accomplishments which do not actually simulate the units BWP mission not be added.

b. Recommend that more lead time be afforded the combat wings for planning and preparation purposes than was afforded in this mission. Thirty days lead is inadequate when the other wings training and higher headquarters mission requirements are considered.

c. The original BCB Tanker Task Force OPORD did not conform to the tactical doctrine in all particulars, but was changed to conform just 5 days prior to the mission. Recommend that refueling operations be originally planned and actually flown as is specified in the tactical doctrine.

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SECRET

d. Recommend that in missions involving large numbers of wings where fighter intercepts are desired, the numbered Air Force inform the II Air Defense Command of the overall mission details well in advance for their planning purposes. If this is done a greater number of intercepts will result and the necessarily numerous wing messages sent to the ADC's would be less confusing.

4. Comment on adequacy of support items:

a. Tanker support and base facilities were considered adequate and a sufficient quantity of target materials and other intelligence data was available in adequate quality.

b. Special weapons support was considered excellent.

c. Insufficient Air Police were assigned to this base during the mission to provide adequately for security against sabotage during off duty hours. As a direct result of this shortage, nine B-47 aircraft were sabotaged by the infiltrating team. Additional AP's have been assigned since the mission and adequate security is now provided.

5. Comment on effect of the following on success of primary mission:

a. No difficulty was experienced in the supply functions.

b. No major difficulties were experienced in aircraft maintenance. Difficulties included an air abort due to loss of #3 engine; an air abort due to inability to raise gear, and two air aborts due to malfunctioning radar.

c. No communications difficulty was experienced.

d. Weather effected the mission in that the second and third waves were delayed. In flight, the only difficulty was in the one stop refueling area where one aircraft was prevented from unloading a full 40,000 lbs.

e. No major navigational, flight engineering or tactical difficulty was experienced.

f. Bombing difficulties included the following: one crew misidentified the bombing complex and one crew bombed (81,000') by using the fixed angle bombing method due to lack of ability to move the cross hairs.

R. Y. BENSON, Lt Col, USAF

307DDF/KYE/jaw/15Feb56 8084

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OPERATIONS ORDER

213 - 56



LINCOLN AFB, NEBRASKA

PACE-SETTER II

THIS DOCUMENT CONSISTS OF 42 PAGES
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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956

OPERATIONS ORDER

NUMBER 213-56

307th Bwg
OPSORD 213-56

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ANNEX D - FLYING SAFETY

ANNEX E - WEATHER

307th BWg
OPSORD 213-56

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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

OPERATIONS ORDER 213-56

CHART OR MAP REFERENCES: As required.

TASK ORGANIZATIONS:

370th Bomb Sqdn.	Lt. Col. Showalter
371st Bomb Sqdn.	Lt. Col. Richard
372nd Bomb Sqdn.	Lt. Col. Aenchbacher
307th Field Maint. Sqdn.	Lt. Col. Lambert
307th A&E Sqdn.	Lt. Col. Smith
307th Periodic Maint Sqdn.	Maj. Mitchell
307th Bm. Wg. Hq. Sec.	Maj. Blue

1. GENERAL SITUATION: A requirement exists for this wing to conduct a bomber stream mission against Mt Carmel, Springfield and Montreal. The unclassified nickname of this Operations is "PACE-SETTER-TWO". (C)

a. Enemy Forces: Omitted (U)

b. Friendly Forces:

- (1) 818th Air Div: Provide overall supervision of this mission. (U)
- (2) 818th Air Base Group: Provide required base support. (U)
- (3) 1911-2 AACS Det: Provide normal tower facilities, electronic navigation aids and electronic landing aids. (U)
- (4) Det 8, 2nd Wx Sqdn: Prepare Weather Annex and normal weather briefings. (U)

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2. MISSION: Conduct a simulated bombing mission against selected Ground Zeros at Mt Carmel (ECHO), Springfield (BRAVO), Montreal (GOLF) and navigate the withdrawal route by grid procedures using night celestial fixing. (C)

3. TASKS FOR SUBORDINATE UNITS:

a. 370, 371, and 372 Bomb Squadrons will:

- (1) Schedule the aircraft and crews listed in Annex B, Appendix 1 to fly this mission as briefed. (U)
- (2) Execute the mission upon receipt of the execution order. (U)
- (3) Schedule maximum crews to fly a minimum of one RBS run on each Pace Setter II target complex, using the selected OAP and planned axis of attack, before 22 Jan 56. (U)
- (4) Assure that each crew flying this mission gets a minimum of eight (8) hours of target study on each target prior to 21 Jan 56. (U)
- (5) Direct each observer to disable the optics, after the H H C P, by use of the Opaque Filter. (U)
- (6) Assure that AC's are familiar with Instrument Approach procedure to the following bases: Smoky Hill, Tulsa, Barksdale, Wright Patterson, Roswell, Lockbourne, Ellsworth, Wichita, Loring, Westover. (U)
- (7) Accomplish other tasks as specified herein. (U)

b. 307th Field Maintenance Squadron:

- (1) Provide the required field maintenance support necessary to mount the required aircraft. (U)

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c. 307th A&E Squadron will:

- (1) Insure that all O-15 and O-23 camera magazines are fully loaded with fresh film prior to installation in the aircraft. (U)
- (2) Have all aircraft A&E systems ready for the observer's "K" acceptance check by 1200 hours, 24 Jan 56 for those aircraft flying on the 25 Jan and by 1200 hours on 25 Jan for aircraft flying 26 Jan. (C)
- (3) Provide the required A&E maintenance support necessary to mount the required aircraft. (U)

d. 307th Periodic Maintenance Squadron will:

- (1) Provide the required periodic maintenance support necessary to mount the required aircraft. (U)

e. 307th Headquarters Section will:

- (1) Support this operation as required. (U)
- (2) Special Maintenance - Engineering Report: Wing Maintenance Control will submit Pre and post mission reports on aircraft systems in accordance with proposed Eighth Air Force Regulations this headquarters, file MM1, Subject: Evaluation and/or Special Mission Reports", dated 28 November 1955. (U)

X. GENERAL INSTRUCTIONS:

- (1) The effective date of the mission schedule in Annex B is 0138Z, 26 Jan 56 (1938C 25 Jan 56) and 0118Z, 27 Jan 56 (1918C 26 Jan 56) provided, the execution order has been received. Other instructions in this order are effective upon receipt of the order. (C)

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- (2) The first H Hour Control Point time is 0230Z, 26 Jan 56 and 0210Z, 27 Jan 56. The last possible H H C P time is 0500Z, 26 Jan 56, and 0430Z, 27 Jan 56, H H C P times will be made good, plus or minus two minutes. (C)
- (3) Aircraft will be scheduled to take off so that the first aircraft will arrive over the H H C P at the designated FIRST H H C P TIME, with each succeeding aircraft arriving over the H H C P at ten minute intervals thereafter. In no case will an aircraft take off to arrive at the H H C P subsequent to 0500Z, 26 Jan 56 or 0430Z, 27 Jan 56. (C)
- (4) Those crews designated in Annex B will fly this mission. (U)
- (5) Primary and aborting aircraft of the first day may not be rescheduled for the second day. Rescheduling of unused spares is authorized. (U)
- (6) Weather minimums for take off will be IAW 307 BW Reg 55-5. (U)
- (7) Minimum fuel reserves over Lincoln will be IAW 307 BW Reg 55-5. (U)
- (8) Route and altitudes will be as shown in Annex B. (U)
- (9) Safe withdrawal procedures for aborting aircraft are specified in Annex B, Paragraph 8. (U)
- (10) Mission route avoids all danger areas. Aircraft Commanders of aborting aircraft will be responsible to avoid all danger areas after departing briefed route. (U)
- (11) Method of bombing will be RBS with off set aiming. All crews are required to use the OAP briefed by the Target Study Officer. (C)

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- (12) All bomb runs will be made at 425K TAS. No special tactics are involved after bombs away. (C)
- (13) Bomb load (simulated): Bomb, GP, 1000 lb, AN-M65A1. Project Shack bombing tables will be used. (U)
- (14) Bombing Altitudes:
 - (a) The first, third and subsequent odd "slots" in the bomber stream will "bomb" the Mt Carmel target at 34,000 feet and the Springfield and Montreal targets at 35,000 feet. INDICATED ALTITUDE (C)
 - (b) The second, fourth and subsequent even "slots" in the bomber stream will "bomb" the Mt Carmel target at 31,000 feet and the Springfield and Montreal targets at 33,000 feet. INDICATED ALTITUDE. (NOTE. The aircraft commanders will obtain altimeter settings from the nearest available source prior to the observer's altitude measurement.) (C)
- (15) Malfunction runs will be considered radar aborts. (U)
- (16) All crews are responsible to record exact bombs away time and scope photo frame number. SAC Form 284, Radar Scope Photo Log, will be completed in accordance with SAC Reg 95-11. (U)
- (17) Aircraft will standby for scores from the RBS site. (U)
- (18) Recall Words: TALL CORN. (C)

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(19) This operations order will be destroyed in accordance with AFR 3-5-1 within 30 days after completion of the mission except for those staff agencies which desire to retain this copy until all Pace Setter missions have been flown. (U)

✓ (20) General Briefing will be at 08:00 hours, 24 Jan 56 in AREFS Briefing Room. (U)

(21) Reports: See Annex A. (U)

(22) Disposition of photography: See Annex A. (U)

(23) Flying Safety: See Annex D. (U)

✓ (24) Mission critique will be conducted at 0900C on 4 Feb 56 in AREFS Briefing Room. All crews present for duty will attend. (U)

(25) No press release will be made on this operations. (U)

(26) Project Officer is Captain John Messer, Ext 8006 or 8036. (U)

4. ADMINISTRATION AND LOGISTICAL MATTERS:

a. Normal administration and logistical matters will be provided by tasks organizations. (U)

b. Maintenance Control will establish a preflight aircraft schedule which will establish a specific time for each aircraft preflight on 24th and 25th January 56. This schedule to be in consonance with the availability of GPU and specialist resources. Schedule will be furnished each tactical squadron by 23 Jan 56. (U)

5. COMMAND AND COMMUNICATIONS:

a. Communications: See Annex C. (U)

b. Command: Normal (U)

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THORUP
Colonel
Commander

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ANNEXES:

- A - Intelligence (U)
- B - Operations (U) Appendix 1 (C) Appendix 2 (C)
- C - Communications (C)
- D - Flying Safety (U)
- E - Weather (U)

DISTRIBUTION:

SAF	5 cys
818AIRDIV	2 cys
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370th BOMRON	12 cys
371st BOMRON	12 cys
372nd BOMRON	12 cys
307th Field MAINTRON	2 cys
307th A&ERON	2 cys
307th Periodic MAINTRON	1 cy
307th BmWg Hq Sec	1 cy
STAFF DISTRIBUTION	
Wg Adj	2 cys
DM	1 cy
DP	1 cy
DO	15 cys
Safety	1 cy
Comptroller	1 cy
35AD, Dobbins AFB, Ga	1 cy
37AD, Truax Field Madison, Wisc	1 cy
ADC - Ent AFB, Colorado, Springs Colo	1 cy
EADF - Stewart AFB, N.Y.	1 cy
JEADF - (ATTN: Army Deputy) Stewart AFB, N.Y.	1 cy

OFFICIAL:

Wilmot E. Paxton
 WILMOT E. PAXTON
 Lt. Col., USAF
 Dep. Dir. of Operations

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 OPSORD 213-56

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HEADQUARTERS 307 BOMB WING (W)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

ANNEX A
TO
OPERATIONS ORDER
SERIAL NR 213-56
INTELLIGENCE

ANNEX A TO
307th BWg OPSORD
213-56

This Annex consists of 5 pages.

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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

ANNEX A TO 307th OPERATIONS ORDER 213-56 -- INTELLIGENCE

1. INTELLIGENCE SUMMARY:

a. General Situation:

- (1) Significance of the mission is as stated in paragraph 2 of the Operations Order. (U)
- (2) Political, Economic and Psychological: Omitted (U)

b. Enemy Order of Battle: Omitted (U)

c. Capabilities of Enemy Forces: Omitted (U)

2. INTELLIGENCE REQUIREMENTS:

a. Essential Elements of Information:

- (1) General: As required by Eighth Air Force ICP, 1 July 55. (U)
- (2) Specific: Omitted (U)

b. Means of Obtaining Information:

- (1) Interrogation of combat crews immediately after the mission by intelligence officers and staff specialists. (U)
- (2) Instructions contained in Eighth Air Force ICP, 1 July 55 will be followed. (U)

c. Means of Reporting EEI: In all cases where collected elements of information are not transmitted in accordance with instructions contained in SAC Manual 55-8 and other existing regulations, this information will be forwarded, as expeditiously as possible, on Air Force Form 112. (U)

ANNEX A TO
307th BWg OPSORD
213-56

3. INTELLIGENCE ACTIVITIES:

a. Navigational Materials: As required. (U)

b. Target Materials:

- (1) Latest available Domestic Graphic Target Materials will be furnished by Headquarters, Eighth Air Force. (U)

c. Targets:

- (1) Targets and IP's are listed in Annex B. (U)
- (2) Simulated or prediction material will be exploited to maximum extent. (U)

d. Photographic Requirements:

- (1) Maximum radar photography will be obtained on all targets. (U)
- (2) All photography will be obtained in accordance with the SAC Tactical Doctrine and applicable Observer Publications. (U)
- (3) Observers photo logs will be accomplished on all photography in accordance with the provisions of SAC Regulations 95-11. Special emphasis will be placed on the preparation of these logs to insure that all data required for film identification and for the preparation of special reports (i.e., B-51, etc.) is made available to recipients of the logs and corresponding photography. (U)
- (4) All radar photography obtained on this mission, with completed photo logs will be forwarded to the 8th RTS, Westover Air Force Base, Mass., within ten days after completion of the mission. (U)

e. Survival Intelligence: Omitted (U)

ANNEX A TO
307th BWg OPSORD
213-56

4. REPORTS:

- a. The following reports will be submitted in compliance with SAC Manuals 55-8, 55-8B and 55-8M, October 1955:

(1) Distribution B:

(a) Reports without special instructions:

1. B-2, B-10, B-15, B-17, B-21, B-27, M-36. (U)
2. Reports required in accordance with paragraph 6a(1), SAC Manual 55-8. (U)

(b) Reports with special instructions:


1. B-11: Target identifiers, as assigned in orders of implementation, will be reported for designated targets. (U)
2. B-25: Negative reports will be submitted. (U)
3. B-30: Negative reports will be submitted. (U)
4. B-51: Units will list supporting Reconnaissance Technical Squadron as an additional addressee on all B-51 reports. Reports will contain RBS complex name and designator. Extreme caution must be exercised in addressing B-15 reports to assure receipt of the report by the supporting RTS during the periods indicated in paragraph 5b below. (U)
5. B-81: Reference paragraph 2f of report format prescribed by SAC Manual 55-8b, an effective aircraft is one that is effective on all scheduled targets. (U)

- (2) JANAP 146(c) will be complied with. (U)

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- b. Aircraft commanders are reminded that in the event a landing is made at a base other than Lincoln AFB, the following procedures are required in accordance with SAC Manual 15-8, October 1955. (U)
- (1) If the base of landing is a JAC base, contact the JAC Reports Control Officer for the base, usually the Wing Intelligence Officer of the Bombardment Wing, and request that a debriefing team debrief your crew and submit the necessary reports. Special emphasis should be placed on the B-51 report - to see that the film is processed and the B-51 report forwarded to 8th RTG, Westover AFB, Mass. (U)
 - (2) In the event of landing at a non-JAC base, the Aircraft Commander is responsible for submission of all required reports. (U)
 - (3) Each crew folder contains instructions and format for all reports the Aircraft Commander must submit. (U)

OFFICIAL:


WILMOT E. PAXTON
Lt. Col., USAF
Dep. Dir. of Operations

ANNEX A TO
307th BWg OPSORD
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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

ANNEX B

TO

OPERATIONS ORDER

NUMBER 213-56

OPERATIONS

ANNEX B TO
307th BWg OPSORD
213-56

This Annex consists of 5 pages.

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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

ANNEX B TO 307th Bwg OPSORD 213-56 - OPERATIONS

1. Pace Setter Two is the second in a series of monthly 307th Bomb Wing maximum effort bomber stream missions.

a. As other 3AF Wings are participating in these missions, wing trophy and individual crew awards will be presented. (SAFR 51-31 & 51-32).

b. Crews listed in Appendix 1 to this Annex will fly Pace-Setter-Two.

2. ROUTE: As specified in Attachment 2, Appendix 2, this Annex.

3. ALTITUDES:

Lincoln to Trenton

Climb

Trenton to Ashland
(Begin climb over Ashland)

Ashland to Montreal Quebec
(Begin climb after RDB "Clear")

Montreal to Lincoln

ODD "SLOTS"
(1-3-5 Etc)

EVEN "SLOTS"
(2-4-6 Etc)

34,000'

31,000'

36,000'

33,000'

39,000'

36,000'

a. All altitudes at all times are MSL. The AC will obtain the nearest Altimeter settings just prior to the ODB altitude measurement.

4. TARGETS: Mt Carmel, "ECHO", Springfield, "BRAVO", Montreal, "GOLF".

See paragraph 2, Appendix 2, this Annex.

5. NAVIGATION:

a. The grid leg with celestial fixing, begins at Ottawa, Ontario and ends at Chariton, Iowa. Procedures in SAC Reg 51-11 apply.

b. The AC and/or Pilot will flight follow the aircraft at all times.

ANNEX B TO
307th Bwg OPSORD
213-56

6. PRE TAKE-OFF:

- a. For times, see Appendix 1 to this Annex.
- b. Any aircraft which aborts before take off will notify the tower ASAP and request a "slot" for re-entry in the bomber stream.
- c. Pre flight will be completed the day prior to the mission.
- d. The observers "K" acceptance will be completed the day prior to the mission.

7. TAKE-OFF:

- a. For times, see Appendix 2 to this Annex.
- b. Any aircraft which has not begun its take-off roll 4 minutes after scheduled T/O time, will abort and clear the runway via the west exit of the center taxi way.

8. EMERGENCIES:

- a. In case an aircraft aborts after take-off it will:
 - (1) Leave the stream to the left and will avoid all RBS sites by 60 NM if possible.
- b. If conditions permit, position will be maintained in Bomber Stream and ARTC contacted for further clearance. Aft will avoid all danger areas and, avoid crossing bomber stream unless, 3,000' above highest aircraft or 3,000' below lowest aircraft at the point of crossing, enroute to point of intended landing.
- c. The following priority is established for type of base to be used in event of emergency:
 - First Priority - SAC Bases
 - Second Priority - AMC Bases
 - Third Priority - Other AF Bases
 - Fourth Priority - Other Bases

ANNEX B TO
307th Bwg OPSORD
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9. ADIZ:

- a. The new ADIZ boundaries are shown in current Radio Facilities Charts.
- b. Aircraft must be within 10 miles of course center line and plus or minus 5 minutes of ETA when crossing ADIZ boundary or notify nearest radio facility. No altitude deviation is permitted.

10. FUEL CONSIDERATIONS:

- a. Aircraft will weigh a minimum of 153,000 lbs at the H H C P.
- b. See Attachment 2, Appendix 2 to this Annex for fuel loads and predicted reserves over Lincoln.
- c. The following amounts of fuel, at optimum altitude over Lincoln, are required to reach the indicated alternate bases and have 12,000 lbs of fuel over the alternate: (Base on 60K headwind and optimum altitude)

17,800 lbs - Ellsworth
17,050 lbs - Tulsa
15,400 lbs - McConnell
14,200 lbs - Smoky Hill
23,100 lbs - Wright Patterson
21,500 lbs - Barksdale
23,100 lbs - Roswell

- d. Aircraft should have 41,700 lbs of fuel over Ottawa, Ont. in order to complete the grid leg and reach Lincoln with 20,000 lbs fuel reserve.

11. COMMUNICATIONS: See Annex "C". (U)

ANNEX B TO
307th BWg OPSORD
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12. INTERROGATION: * Crews will report to the 307th AREPS Briefing Room ASAP after landing. All Forms, charts, logs etc required for the mission will be processed during interrogation.

APPENDIX 1 - Time Schedule.

APPENDIX 2 - Navigation & Bombing

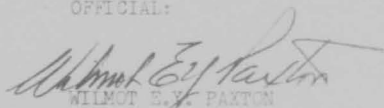
ATTACHMENT 1 - Route Point Designation

ATTACHMENT 2 - Flight Plan

ATTACHMENT 3 - Bombing Data

ATTACHMENT 4 - Route Overlay (General)

OFFICIAL:


WILMOT E. PAXTON
Lt. Col., USAF
Dep. Dir. of Operations

ANNEX B TO
307th BWg OPSORD
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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
22 JANUARY 1956, 1400Z

APPENDIX 1

TO

ANNEX "B"

OPERATIONS ORDER NUMBER

231-56

TIME SCHEDULE

This Appendix consists of 2 pages

APP 1 TO ANNEX B
307th BWg OPSORD 213-56

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APPL TO ANNEX B
307th BWS OPSORD 213-56

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TIME SCHEDULE 25 JANUARY 1956 (LOCAL)

"SLOT"	AC	CREW#	TAIL#	PRE FLIGHT	ACCEPTANCE	STATION TIME	PRE T/O BRIEF	START ENGINE	T/O TIME (NORTH)	HHCP TIME
1	NORDSTROM	R-60		* 24 Jan	* 24 Jan	2208Z	0010Z	0110Z	0138Z	0230Z
2	SULLIVAN	R-02		"	"	2218	0010	0120	0148	0240
3	POPE	R-30		"	"	2228	0010	0130	0158	0250
4	HOLDEN	R-61		"	"	2238	0040	0140	0208	0300
5	PEEBLES	R-04		"	"	2248	0040	0150	0218	0310
6	MINNICK	R-31		"	"	2258	0040	0200	0228	0320
7	HULL	R-62		"	"	2308	0110	0210	0238	0330
8	MCCRARY	R-05		"	"	2318	0110	0220	0248	0340
9	MATTICK	N-32		"	"	2328	0110	0230	0258	0350
10	GIEKER	R-66		"	"	2338	0140	0240	0308	0400
11	CROOK	R-06		"	"	2348	0140	0250	0318	0410
12	HOOVER	R-34		"	"	2358	0140	0300	0328	0420
13	KOLSCHEEN	R-71		"	"	0008	0210	0310	0338	0430
14	SHAVER	R-10		"	"	0018	0210	0320	0348	0440
15	SPARE			"	"			0330	0358	0450
16	SPARE							0340	0408	0500

* Maintenance Control to furnish hourly schedule to each squadron.

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APP 1 TO ANNEX B
307th BWG OFSORD 213-56

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TIME SCHEDULE 26 JANUARY 1956 (LOCAL)

"SLOT"	AC	CREW#	TAIL#	PRE FLIGHT	ACCEPTANCE	STATION TIME	PRE T/O BRIEF	START ENGINE	T/O TIME (NORTH)	HCCP TIME
1	BOUDREAUX	N-65		* 25 Jan	* 25 Jan	2148Z	2350Z	0050Z	0118Z	0210Z
2	HERMAN	R-01		"	"	2158	2350	0100	0128	0220
3	WEBBER	R-33		"	"	2208	2350	0110	0138	0230
4	MANN	R-67		"	"	2218	0020	0120	0148	0240
5	OUDEKIRK	R-03		"	"	2228	0020	0130	0158	0250
6	HALL	R-35		"	"	2238	0020	0140	0208	0300
7	WHEELER	R-69		"	"	2248	0050	0150	0218	0310
8	DARDEN	R-36		"	"	2258	0050	0200	0228	0320
9	MORRISON	R-70		"	"	2308	0050	0210	0238	0330
10	BIGGS	R-11		"	"	2318	0120	0220	0248	0340
11	BIFFORD	R-37		"	"	2328	0120	0230	0258	0350
12	PHILLIPS	N-68		"	"	2338	0120	0240	0308	0400
13	BOWLING	R-38		"	"	2348	0150	0250	0318	0410
14	SPARE							0300	0328	0420
15	SPARE							0310	0338	0430

* Maintenance Control to furnish hourly schedule to each squadron.

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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

APPENDIX 2

TO

ANNEX "B"

OPERATIONS ORDER 213-56

NAVIGATION AND BOMBING APPENDIX

App 2 to Annex B
307th BWg OPSORD 213-56

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This Appendix consist of 7 pages.

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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

APPENDIX 2 TO ANNEX "B" OPERATIONS ORDER 213-56

BOMBING AND NAVIGATION

1. NAVIGATION:

a. Maps and Charts:

(1) As necessary for Navigation and Planning. (U)

b. Routes: See Mission Flight Plan, Attachment 2. (U)

c. Control Times are ZULU. (U)

(1) Springfield, Ill. 39045N 89034W HHCP,

26 January 56	27 January 56
Acft #1 0230	Acft #1 0210
Acft #2 0240	Acft #2 0220
Acft #3 0250	Acft #3 0230
Acft #4 0300	Acft #4 0240
Acft #5 0310	Acft #5 0250
Acft #6 0320	Acft #6 0300
Acft #7 0330	Acft #7 0310
Acft #8 0340	Acft #8 0320
Acft #9 0350	Acft #9 0330
Acft #10 0400	Acft #10 0340
Acft #11 0410	Acft #11 0350
Acft #12 0420	Acft #12 0400
Acft #13 0430	Acft #13 0410
Acft #14 0440	Acft #14 0420
Acft #15 0450	Acft #15 0430
Acft #16 0500	

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d. Target Times:

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26 January 1956

	Mt Carmel, Ill	Springfield, Mass	Montreal, Que
Acft #1	0245	0420	0449
Acft #2	0255	0430	0459
Acft #3	0305	0440	0509
Acft #4	0315	0450	0519
Acft #5	0325	0500	0529
Acft #6	0335	0510	0539
Acft #7	0345	0520	0549
Acft #8	0355	0530	0559
Acft #9	0405	0540	0609
Acft #10	0415	0550	0619
Acft #11	0425	0600	0629
Acft #12	0435	0610	0639
Acft #13	0445	0620	0649
Acft #14	0455	0630	0659
Acft #15	0505	0640	0709
Acft #16	0515	0650	0719

27 January 1956

	Mt Carmel, Ill	Springfield, Mass	Montreal, Que
Acft #1	0225	0400	0429
Acft #2	0235	0410	0439
Acft #3	0245	0420	0449
Acft #4	0255	0430	0459
Acft #5	0305	0440	0509
Acft #6	0315	0450	0519

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	Mt Carmel, Ill	Springfield, Mass	Montreal Que
Acft #7	0325	0500	0529
Acft #8	0335	0510	0539
Acft #9	0345	0520	0549
Acft #10	0355	0530	0559
Acft #11	0405	0540	0609
Acft #12	0415	0550	0619
Acft #13	0425	0600	0629
Acft #14	0435	0610	0639
Acft #15	0445	0620	0649

e. Control Altitudes:

- (1) Bomber Stream aircraft will have a 3000 ft vertical separation and a horizontal separation of ten (10) minutes. Odd numbered aircraft, i.e., 1,3,5 etc will fly 34M from level off to Ashland Ky. Upon departing Ashland Ky will climb 2000 ft to 36M. 36M will be maintained until departing Montreal at which time aircraft will climb to 39M. Even numbered aircraft i.e., 2,4,6 etc., will fly 3000 feet below odd numbered aircraft throughout the entire mission with initial level off 31M. (C)
- (2) Aircraft will fly MSL, using latest altimeter setting received enroute. MSL will be flown on the Bomb Run. Latest altimeter setting will be set in AC's Kollsman window just prior to measuring altitude. (U)

f. Navigation Accomplishments:

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- (1) A night celestial grid leg will commence at OTTAWA, ONTARIO and terminate at Chariton, Iowa, with a turning point at 45°15'N 86°00'W. Scope photography will be obtained upon termination of the grid leg for scoring purposes. Scope must be in polar orientation at the time photography is obtained. (C)
- (2) A controlled STC will be accomplished at the HHCP for assigned control time. Tolerance of plus or minus two (2) minutes is allowed. (U)
- (3) A secondary control point is established at Frederick HI, to aid bomber stream aircraft in reestablishing ten minute spacing prior to bomb run on Springfield. Each aircraft will announce A/C over Frederick to succeeding aircraft in order that aircraft may control arrival time and insure proper spacing through this control point. Jog legs, if necessary to save time, will be executed to the left of track prior to arrival at Frederick. (U)

g. Route Photography

- (1) G-15 scope photography will be obtained at Ottawa, Ontario indicating the scope in polar orientation. See paragraph 1.F(1) above for scope photography upon termination of the grid leg. (U)

h. Any available navigational aid may be used to maintain course and position when not accomplishing the Grid Navigation Leg. (U)

i. Observers will monitor all rollout and landing phases of flight by Airborne Radar as outlined in SAC Manual 50-38. (U)

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2. BOMBING:

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a. Three (3) radar RES runs will be accomplished. Pertinent information is outlined below: (C)

(1) Mt Carmel Bomb Run (Practice)

(a) Pre - IP - Springfield Ill. (39°-48N, 89°-38W)

(b) I.P. - Effingham (39° 06N, 88° 32W)

1. Elevation: 585 feet.

(c) Target - E (38°-37'-60N, 87°-36'-00W)

1. Elevation: 400 feet

2. Variation: $2\frac{1}{2}^{\circ}$ East (-2 $\frac{1}{2}$)

3. GPI Points:

a. Olney (38° 44N, 88° 05W)

(d) Offset Aiming Point - Hi-Way Bridge

1. Offset Distance N23, 234; E18, 288.

2. Elevation: 400 feet

3. Location: 38°-40" 49.57N, 87° 32" 09.47W

(e) IP to Target: MH 122°, 56NM.

(2) Springfield Bomb Run (Record)

(a) Pre - IP 40° 15N, 74° 00W

(b) IP - Derby, Conn. 41° 20N, 73° 05W

1. Elevation: 620 feet

(c) Target - B

1. Elevation: 248

2. Variation: 13°W (≠13°)

3. GPI Points:

a. Middletown - 41° 34N, 72° 40

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(d) Offset Starting Point - Woods River

1. Offset distance: 317, 295, 49, 587
2. Elevation: 24 feet
3. Location: 42°-12'-13.6N, 72°-31'-10W

(2) Montreal Bomb Run: (Annex 1)

(a) Pre-IP-Rutland, Vt. (43°-35N, 72°-54W)

(b) IP Burlington, Vt. (44°-28N, 73°-12W)

1. Elevation: 335 feet.

(c) Target - G

1. Elevation: 217 feet
2. Variation: 28° (+16°)
3. GPI Pointing

a. Plateau (44°-42N, 73°-27W)

b. Tip of Plateau (44°-51N, 73°-21W)

(d) Offset Starting Point - Highway Bridge

1. Offset distance: 51,870; 521,235
2. Elevation: 150 feet
3. Location: 45°-31'-15.6N, 73°-32'-06.3W

(e) IP to Target: NW 332, 64W

b. Method of bombing: Radar with no visual assistance. (U)

c. GPI procedures will be utilized to the extent necessary to achieve maximum effectiveness. (U)

d. Photography: O-15 and O-23 photography will be obtained on the Bomb run. (U)

e. Bombing Tables: SAC Technical Pamphlet 50-7, project Shack Bombing tables will be used for all bomb runs. (U)

App 2 to Annex B
307th Bwg OPSORD 213-56

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ROUTE POINT DESIGNATION

DESIGNATION:	POINT:
ALPHA	TRENTON, MO
BRAVO	CENTERVILLE, IOWA
COCA	QUINCY, ILL
DELTA	SPRINGFIELD, ILL
ECHO	EFFINGHAM, ILL
FOXTROT	MT. CARMEL, ILL
GOLF	ASHLAND, KY
HOTEL	FREDERICK, MD
INDIA	40-15N, 74-00W <i>Asbury Park NJ</i>
JULIET	DERBY, CONN
KILO	SPRINGFIELD, MASS
LIMA	RUTLAND, VT
METRO	BURLINGTON, VT
NECTAR	MONTREAL, QUEBEC
OSCAR	OTTAWA, ONTARIO
PAPA	45-15N, 86-00W
QUEBEC	CHARITON, IOWA
ROME	LINCOLN AFB

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ATTACHMENT 1 TO APP 2 ANNEX B
307th BWg OPSORD 213-56

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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN		SQUADRON	WING	AIRCRAFT TYPE AND SERIAL NO.	CREW NUMBER	ACFT COMDR (Name and Grade)	OBSERVER (Name and Grade)	CO-PILOT (Name and Grade)
			307	B-47E				
PRE-FLIGHT PLAN								
FROM	TO	FLY COND	T.C.	WIND D/V	T.H.	VAR.	M.H.	TEMP.
ROUTE				DRIFT			ALT	
LINCOLN								
BTD & ADEL								
TRUCKEE MO	GL 107		275/50		108	-9	099	32000
MOBILE 930 17W	GL 074		270/85		024	-8	016	34000
Laval Off								
Centerville	GR 034		-9		025	-8	017	34000
Quincy, Ill			270/85		140	-6	134	34000
HICP PIP			270/85		095	-5	090	34000
Springfield Ill			270/85		129	-4	132	34000
IF			270/85					
Effingham Ill			270/85		122	-3	125	34000
Tpt B			270/85					
Vincennes			270/85		093	-2	095	34000
Ashtabula Ky			270/70		077	-2	079	35000
380 35W 8105W			270/70		077	-2	079	35000
Laval Off			270/70		077	-2	079	35000
Frederick Md			270/70		077	-2	079	35000
LOUIS			270/70		077	-2	079	35000
74000W PIP			270/70		077	-2	079	35000
4102W 7300SW			270/70		077	-2	079	35000
Barry, Conn IF			270/70		077	-2	079	35000
Tpt B			270/70		077	-2	079	35000
Springfield Mass			270/70		077	-2	079	35000
Rutland Vt			270/70		077	-2	079	35000
Burlington Vt			270/70		077	-2	079	35000
Tpt G			270/70		077	-2	079	35000
Montreal Que			270/70		077	-2	079	35000
4503W 7400SW			270/70		077	-2	079	35000
Laval Off			270/70		077	-2	079	35000
Ottawa Ont			270/70		077	-2	079	35000
4501SW IF			270/70		077	-2	079	35000
66 00W			270/70		077	-2	079	35000
41 01 93 19			270/70		077	-2	079	35000
Charlton			270/70		077	-2	079	35000
Lincoln			270/70		077	-2	079	35000
LAND			270/70		077	-2	079	35000

Attachment 2 to Am 42 Annex II, 10/17/44, Rte 080-085, 01-1-56



HEADQUARTERS 307 BOMB WING (H)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z.

ANNEX C

TO

OPERATIONS ORDER

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COMMUNICATIONS

ANNEX C TO
307th BWg OPSORD
213-56

This Annex consists of 3 pages.

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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

ANNEX C TO OPERATIONS ORDER 213-56 - COMMUNICATIONS

1. GENERAL:

a. High frequency communications will be utilized for tactical position reporting, strike reports, back-up for UHF or other necessary information transmitted to aircraft in flight. (U)

2. AIRBORNE COMMUNICATIONS:

a. High Frequency.

- (1) Hourly HF Position Reports will be made by all aircraft. (U)
- (2) HF Strike Reports will be transmitted by all aircraft for each target. (C)
- (3) HF channelization will be according to SACCHI. (U)
- (4) SAC monitoring procedure ALFA applies. (C)
- (5) HF Control and Strike Stations will be listed in crew flimsy. (U)

b. UHF.

- (1) ATC reporting will be made by the first and last aircraft in the bomber stream on each night. (C)
- (2) UHF channels and frequencies will be listed in crew flimsy. (C)
- (3) When crossing a Canadian ADIZ all aircraft will establish contact with Canadian Radar Stations on 364.2 mcs. This frequency will be monitored continuously while in a Canadian ADIZ. (C)
- (4) Where Canadian Ground Stations are not equipped with UHF,

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contact with Air Traffic Control Stations will be established by means of cross-band operation. Normally, communications can be established at line-of-sight ranges using 3023.5 kcs, HF to transmit, receiving on Omni-Receiver (VHF) or the Radio Compass (LF/MF). (U)

3. AUTHENTICATION AND RECOGNITION:

a. AFSAL 5104 will be used for all authentication and recognition procedures. (C)

4. IFF:

a. IFF will be operated in accordance with SAC Regulation 55-23, as amended, or as directed by Canadian Ground Radar Stations. (U)

5. NAVIGATIONAL AIDS:

a. As listed in current Radio Facility Charts. (U)


6. RECALL WORD:

a. Recall word for this mission is "TALL CORN". (C)

7. SECURITY:

a. Communications security will be observed, and no clear text transmission will be made that would reveal unit designation or location, aircraft type or the nature of the mission. (U)

OFFICIAL:


WILMOT E. PAXTON
Lt. Col. USAF
Dep. Dir. of Operations

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ANNEX C TO
307th BWg OPSORD
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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

ANNEX D
TO
OPERATIONS ORDER
NUMBER 213-56
FLYING SAFETY

ANNEX D TO
307th BWg OPSORD
213-56

This Annex consists of 3 pages.
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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

ANNEX D TO 307th OPERATIONS ORDER 213-56 - FLYING SAFETY

1. Flying Safety will take precedence throughout the entire mission. In the event of an emergency, flying safety consideration will take precedence over mission accomplishment.

2. All crews will be thoroughly briefed on adequate alternates over entire route with priority given in the following sequence:

- a. SAC bases.
- b. AMC bases.
- c. Air Force bases.
- d. Other.

3. All crews scheduled for this mission will be checked out in accordance with SAC Regulation 51-19.

4. All participating pilots will be briefed and become familiar with letdown procedures for destination, selected emergency alternates and weather alternates prior to departure.

5. The provisions of SAC Regulation 62-19, and 8th AF Regulation 62-2, Crew Rest, should be fully implemented.

6. All navigational aids and facilities will be used on this mission.

7. Radar observers will monitor all approaches and landings in accordance with 8th Air Force Regulation 51-3.

8. Crew members will be briefed on their responsibilities of complying with SAC Reg 62-4 and 8th Air Force Reg 62-5, insofar as preliminary reports are concerned, if they are involved in an accident

ANNEX D TO
307th Bwg OPSORD
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at or near a base other than a SAC base. (This primarily concern minor accidents since AFR 62-14 does not require a preliminary report of a minor accident.)

9. a. Crews will be briefed to adhere closely to the planned route to preclude violations of flying regulations.

b. One crew member, other than the primary navigator, will flight follow the aircraft to assure compliance with ARTC instructions and AFR 60-22 on ADIZ tolerances.

10. SAC Reg 60-10, as amended, pertaining to personnel limitations aboard tactical aircraft, will be recalled.

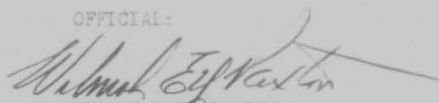
11. Fuel reserve for each flight will be planned to insure adequate reserve to destination and/or alternate, as required.

12. Crews will be briefed on emergency and crash landing procedures.

13. Current radio facilities charts, pilot's handbooks and/or jet letdown procedures for the appropriate areas will be in all aircraft utilized for this mission.

14. Pilots will have in their possession current dash one technical orders.

OFFICIAL:


WILMOT E. PAXTON
Lt. Col., USAF
Dep. Dir. of Operations

ANNEX D TO
307th BWg OPSORD
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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
11 JANUARY 1956, 1400Z

ANNEX E
TO
OPERATIONS ORDERS
NUMBER 213-56
WEATHER

ANNEX E TO
307th BWg OP3ORD
213-56

This Annex consists of 3 pages.
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HEADQUARTERS 307 BOMB WING (M)
LINCOLN AIR FORCE BASE, NEBRASKA
31 JANUARY 1956, 1400Z

ANNEX E TO 307th OPERATIONS ORDER 213-56 - WEATHER

1. This annex contains procedures for the preparation, coordination and presentation of forecasts for this operation.

2. PREPARATION OF FORECASTS: The 307th Bombardment Wing Weather Officer, is responsible for providing planning and operational forecasts to interested units and persons of the 307th BWg.

a. Planning winds will be provided each crew scheduled to fly this mission. This forecast will be posted in each Squadron Mission Planning Room 24-48 hours prior to first scheduled takeoff time.

b. The operational forecast and a final weather filmsy will be presented to the crews at the pre-takeoff meeting. The weather filmsy will contain the following information:

- (1) Wind flow chart for 34,000 ft pressure altitude.
- (2) Takeoff data.
- (3) Climb data and route wind data.
- (4) Target data, for Springfield, Ill., each pre-IP, and target.
- (5) Terminal, alternate and route weather conditions.

c. A general planning outlook will be presented at the general briefing.

d. All changes to the weather forecast subsequent to the general briefing that are of operational significance will be brought to the attention of the Wing Commander and appropriate D/O personnel by the Wing Weather Officer.

ANNEX E TO
307th BWg OPSORD
213-56

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3. COORDINATION OF FORECASTS: The 307th Weather Officer, utilizing SOCS lines, will coordinate mission forecasts with the Duty Forecaster, 8th AF Control Room (SOCS Drop 15) 24 hours and 12 hours prior to departure time for planning and operational forecasts respectively. Specific information required is as follows:

a. Route forecasts:

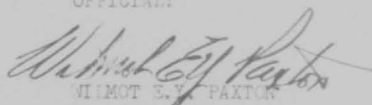
- (1) Winds 30M, 35M, 40M.
- (2) Clouds and weather above 30M.

b. Terminals, alternate and target forecasts. The Duty Forecaster, 8th AF Control Room, will be kept fully advised of significant changes or amendments made subsequent to the routine coordination set out above.

4. DEBRIEFING: 307th Bwg Weather Officer will debrief for weather with emphasis on target and route winds, measured and bombing altitudes.

5. REPORTS: 307th Bwg Weather Officer will assist in the collection and transmission of B-21 and F-21 (SACMAR) reports in accordance with SAC Reg 105-2 and 1st Weather Group Reg 55-86.

OFFICIAL:


WILMOT E. PAXTON
Lt. Col. USAF
Dep. Dir. of Operations

ANNEX E TO
307th Bwg OPSORD
213-56

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HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Lincoln, Nebraska

307DOT

SUBJECT: Part IV: Wing Commander's Remarks, 1 - 31 Jan 56

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

Part IV.

a. Hours performing missions ordered by:

(1) Higher Headquarters:

<u>Commitments</u>	<u>Hours Programmed</u>	<u>Hours Accomplished</u>
(a) 8AF Bomber Stream (8AF OPLAN 213-56)	163	199
(b) Special Weapons Exercises (8AF OPSORD 205-56)	000:00	000:00
(c) Ferry	AB 844	331:00
TOTAL	163:00	232:00

1. Reference commitment (a) above second wave was diverted to alternate bases due to weather at Lincoln, extending the length of the mission.

(2) Eighth Air Force Air Training Priorities:

<u>Priority</u>	<u>Commitment</u>	<u>Hours Programmed</u>	<u>Hours Accomplished</u>
1	Requirement of AFR 60-2	Concurrent with other flying	
2	Hi Jinks	54	30
3	Bomber Stream (8AF OP 213-56)	163	199
4	Non-ready	238	183

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370th, 371st, 372nd BOMBON, 307th Bomb Wing (M), 1 - 31 January
Hq 307th BW(M), 307DOT, Subj: Part VI, Wing Comdr's Remarks (RCS-3-SAC-T12)

<u>Priority</u>	<u>Commitment</u>	<u>Hours Programmed</u>	<u>Hours Accomplished</u>
5	Ready Crew Training	362	236
6	Staff Proficiency	84	36
X	Ferry	As Req.	33
XX	Test	As Req.	50
	TOTAL	901	772

- (a) Reference priority one (1) a proportionate share of the requirements of AFR 60-2 was accomplished concurrent with other flying.
- (b) The total hours flown compared to the hours programmed affected all priorities except one (1) and three (3). The primary losses in flying hours occurred as a result of:
1. A test alert. 3 Jan 56 hours
 2. Weather 63 hours
 3. Fuel Leaks 126 hours
 4. Gear modification 35 hours
- (c) Reference priority two (2) additional time not directly reflected in this figure was flown in as much as a check of Hi Jink was included as part of the standardization check for some ready crews. Program was slowed down pending indoctrination in the revised procedures. All ready crews are scheduled to complete checkout in February.
- (d) Reference priority three (3) see the higher Headquarters requirements above. The diversion of these aircraft due to weather has a secondary diminishing effect on our flying hour program in that it upset the planned cycle of missions and inspections.
- (e) Reference priority four (4) the abort rate, and hours placed on directed missions, tended to lower this figure. Approximately 237 hours were flown in conjunction with 8AF OPLAN 213-56 (Pace Setter II) which were not programmed in the staff study on upgrading non-ready crews to ready status, 307th Bomb Wing, which was forwarded to your headquarters in mid December. The effect of these hours has been to retard our crew upgrading program as indicated in paragraph g(4).

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370th, 371st, 372nd BOMBGRN, 307th Bomb Wing (M), 1 - 31 January
Hq 307th BW(M), 307DOT, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAC-T12)

(f) Reference priority five (5), the hours flown are a reflection of the reduced hours flown by the wing. This figure further reflects the additional time flown diverting Pace Setter II (33 hours) and ferrying the diverted aircraft back (33 hours).

(g) Reference priority six (6). This time was sacrificed in furtherance of higher priority objectives.

b. Weather or local conditions: Nine sorties or 63 hours were directly lost due to weather. In addition the program was hampered by the effect on the maintenance cycle of diverting the second wave of Pace Setter II (8AF OPSORD 213-56).

c. Restrictive directives: 35 hours lost on aircraft undergoing landing gear modification in accordance with T.O. 1-B47-570 dated 3 Feb 55.

d. Combat Crew member gain and losses:

(1) Crew members gained:

(a) Three (3) Co-pilots, PCS from pilot training.

(b) One (1) Aircraft Commander assigned PCS.

(2) Crew members lost:

(a) One (1) Aircraft Commander made Squadron Operations Officer.

(b) One (1) Observer relieved from active duty.

e. Crew member changes:

(1) One (1) Aircraft Commander; ready crew.

(2) Two (2) Co-pilots; one ready crew, one non-ready.

(3) Six (6) Observers; two ready crews, four non-ready.

f. New Crews:

(1) IN45 - 11 January 1956

(2) IN75 - 4 January 1956

g. Crew status changes:

(1) Status changes.

(a) IN39 to N39 on 28 Jan 56, checkout completed.

(b) N64 disbanded 4 Jan 56, Co-pilot and observer changed.

(c) N68 to R68 on 31 Jan 56, upgraded.

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370th, 371st, 372nd BOMRON, 307th Bomb Wing (M), 1 - 31 January
 Hq 307th BW(M), 307DOT, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAC-T12)

- (2) Number of non-ready crews assigned 17.
- (3) Number of ready crews assigned 27.
- (4) Forecast upgrading dates, non-ready crews to ready crews.

CREW	DATE	CREW	DATE	CREW	DATE	CREW	DATE	CREW	DATE
NO9	12 Mar	N32	8 Mar	IN65	27 Feb	IN72	11 Jun	N39	19 Mar
IN12	11 Jun	IN13	11 Jun	IN41	11 Jun	IN73	11 Jun	IN14	25 Jun
IN42	11 Jun	IN74	9 Jul	IN15	25 Jun	IN43	25 Jun	IN75	9 Apr
IN16	11 Jun	IN45	25 Jun						

(5) Explanation of changes in the above dates: All dates were regressed approximately three weeks as a result of commitments of this wing to three major higher headquarters commitments (Face Setter II, USCM, and Face Setter III). In addition dates were further regressed in anticipation of one major higher headquarters directed mission per month. The basic assumption upon which the original dates were forecast was that this wing would not be subject to this type of commitment. The staff study forwarded your headquarters in mid-December which projected the original dates, showed that each major commitment would slip crew upgrading dates approximately one week. This has been borne out by our experience with Face Setter II. Further refinement of these dates was also necessary to adjust them to an efficiently programmed Wing Standardization program.

- (6) Forecast upgrading of ready crews to lead status.

(a) Due to the reduced hours flown by this wing in the past two month, crews had insufficient activity to justify upgrading to lead status. The priority placed on upgrading non-ready crews, and the projected flying hour capability of the wing for February and March, is anticipated to restrict ready crews from attaining desired standards progression to lead status. For these reasons, no forecast dates are given.

h. Standardization crews:

- (1) Wing - R-01
- (2) 370th BOMRON R-02
- (3) 371st BOMRON R-34
- (4) 372nd BOMRON R-60

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370th, 371st, 372nd B.W.M., 307th Bomb Wing (M), 1 - 31 January
 Hq 307th BW(M), 307DOT, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-GAC-T1a)

1. Materiel and personnel problems:

(1) This wing has experienced a series of inverter and alternator difficulties. These have been manifested by short life, fluctuating power, and untimely failures, with the attendant damage to the h-systems. Essentially, corrective action has been a program of load bank and bench checks with replacement wherever indicated. This problem, and the solution, are in general similar to those experienced by the 35th Wing at Tuscon.

(2) Personnel Problems:

(a) Airman Manning:

1. As of 31 January 1956, 1448 airmen were assigned to the Wing against an authorization of 1609 airmen or 90%. Of the 1448 airmen assigned, 1074 airmen are effective or 66.7%.

(b) Specific soft spot exist in the following areas:

1. Radio-Radar (30 Career Field)
2. Aircraft EDM Repairmen (Jamming Equipment), 301A3B. We are authorized two (2) airmen at the three skill level and have seven assigned; thirteen (13) airmen at the five level and four assigned; five (5) airmen at the seven skill level and have none assigned. Our body manning in this career field subdivision is 55% and the effective manning is 30%, which is critical. Lack of supervisory seven level personnel hampers the training of the three level personnel assigned.
3. Aircraft Radio Repairmen (General) 301A0B - Our body and effective manning are presently 62%, which is considered unsatisfactory by 8th Air Force Standards with the separation of four seven level and one five level specialists within ninety (90) days, we will be 51% bodily and effectively manned in this hard core area. No known input is projected into this wing.

- (c) Instrument Repairmen (422X0) We are authorized 31 instrument specialists and have twenty three (23) assigned, of which only nineteen (19) are effective or 61%. With a known loss of three (3) five level specialists in February, our effective manning in this specialty will decrease to 53%, which in turn will have an adverse effect upon our maintenance capability.

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370th, 371st, 372nd BOMBGRN, 307th Bomb Wing (M), 1 - 31 January
 dq 307th BW(M), 307DOT, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-JAC-T12)

(d) Fabric and Leather (581X1) Our body and effective manning in this specialties is 63% and 45% respectively. Within the next sixty (60) days, three effective airmen will be separated and consequently as of 30 March 1956, our body and effective manning will drop to 36% and 18% respectively. During the last Headquarters 8th Air Force General Inspection, this Wing was severely criticized for its slowness in accomplishing its inspection of personal equipment items. In our reply we had advised that only one qualified Rubber Repairmen (58250) was assigned in the Field Maintenance Squadron to inspect floatation gear for the entire Wing and that Fabric Repair (581X1) personnel would assist this airmen; however, with the projected loss of three airmen, our inspections will be further retarded.

(3) Officer Manning - as of 31 January 1956, 332 officers were assigned against an authorization of 438 or 77.2%. By deleting four Warrant Officer positions for computation purposes, 333 officers are effective or 76.7%. Both our body and effective manning were slightly decreased this month over December due to an increased authorization of 9 ECM officers, with none assigned. Specific soft spots exists in the following area.

(a) Armament Systems. We are authorized ten (10) officers and have four (4) assigned or 40%. The minimum number of Armament and Electronic type officers required to continue the operations of the Bomb Navigation components of the assigned aircraft is six. The officer personnel shortage combined with a shortage of twenty seven (27) seven (7) level A system airmen and nine (9) A-5 Gunlaying airmen have resulted in a very weak Armament Systems Section in this Wing. In view of the fact that this wing operates with older type aircraft and component Radar equipment, with histories of malfunctions, an urgent requirement exists for experienced supervisory personnel to alleviate the Radar Maintenance problems.

j. SAC minimum training requirements: This wing is not training under SAC Regulation 50-8.

k. Rescinded.

l. Non-ready crew training:

(1) Comparison of available ready and non-ready crew flying time.

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370th, 371st, 372nd BOMBARD, 307th Bomb - 31 January
Hq 307th BW(M), 307DOT, Subj: Part VI. Remarks (REF: 3-SAC-T12)

<u>CREWS AVAILABLE</u>	<u>AVERAGE TIME PROGRAMMED</u>	<u>AVERAGE TIME FLOWN</u>
26 Ready	22:15	11:00
17 Non-ready	14:00	18:10

(2) The crews listed below did not receive a proportionate share of programmed flying time.

<u>CREW</u>	<u>PROGRAMMED</u>	<u>FLOWN</u>	<u>EXPLANATION</u>
N09	14 hours	13	Two missions cancelled due to ground aborts
N64	14 hours	00	Disbanded 4 January 1956

m. Delete

n. Field Training Operations

(1) Test of facilities - none.

(2) Manuevers - none.

(3) Exercise: A special weapons exercise involving six (6) aircraft was conducted 31 January 1956, crews R01, R06, R34, R34, R61 and R71 participated.

p. Comments or Recommendations of the Wing Commander:

In mid December a staff study on the capability of this Wing to upgrading crews to ready status was forwarded to your headquarters. This study was based on the projected maintenance capability of this wing. It projected a dated of 26 May for completing the upgrading of Carry-Five (45) crews. This date was predicated on devoting the full resources of the wing to this program. It was further stated, that each major higher Headquarters commitment levied against the wing would retard the program an appropriate amount. Subsequent to that time, this wing has been committed to 8th AF OPSORD 213-56 (Face Setter II), 8th AF OPSORD 41-56 (Face Setter III), 8th AF OPSORD 16-56 (Swan Dive) SAC OPSORD 35-56 (Snow Bank). The effect of each of these, based on our experience with Face Setter II and Swan Dive, will be to retard the upgrading program a minimum of one (1) week. The cumulative effect will be to retard the program a minimum of one month. The effect may be greater due to the change over of our aircraft during March and April. The following flying hour figures illustrate this point.

	<u>TOTAL</u>	<u>HOURS FLOWN HIGHER HQ MONE</u>	<u>NON READY TNG</u>	<u>PROJECTED IN STUDY NON READY TRAINING</u>
DEC	551	182	232	220
JAN	722	199	155	215
FEB	1000	350	372	535
(EST)				
MAR	1100	180	500	705
(EST)				

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370th, 371st, 372nd BOMBW, 307th Bomb wing (M), 1 - 31 January
 Hq 307th BW(M), 307DOT, Subj: Part VI, Wing Comdr's Remarks (RCC: 3-SAC-T12)

It appears clear, that the ratio of non-ready to ready crews and the problems encountered with unreliable aircraft make it highly desirable that all available aircraft hours be devoted to routine crew training. This will permit better distribution of available flying time.

q. Special Report : H1 Jinks

a	b	c	d	e	f	g	h
R01	Yes	Yes	0	3	0	0	30 Aug 55
R02	Yes	Yes	1	1	1	1	31 Jan 56
R03	Yes	Yes	0	1	0	1	25 Oct 55
R04	Yes	Yes	1	1	1	1	31 Jan 56
R05	Yes	No	0	0	0	0	29 Feb 56
R06	No	No	0	0	0	0	29 Feb 56
R08	Yes	Yes	0	0	0	2	9 Nov 55
R09	No	No	0	0	0	0	29 Feb 56
R10	No	No	0	0	0	0	29 Feb 56
R11	Yes	Yes	0	1	0	0	3 Nov 55
IN12	No	No	0	0	0	0	30 Apr 56
IN13	No	No	0	0	0	0	30 Apr 56
IN14	No	No	0	0	0	0	31 May 56
IN15	No	No	0	0	0	0	31 May 56
IN16	No	No	0	0	0	0	30 Apr 56
R30	Yes	Yes	0	2	0	0	30 Oct 55
R31	Yes	Yes	0	2	0	0	31 Dec 55
N32	No	No	0	0	0	0	29 Feb 56
R33	Yes	No	0	0	0	0	29 Feb 56
R34	No	No	0	0	0	0	29 Feb 56
R35	Yes	Yes	0	0	0	2	13 Oct 55
R36	No	No	0	0	0	0	29 Feb 56
R37	No	No	0	0	0	0	29 Feb 56
R38	Yes	Yes	0	2	0	0	31 Oct 55
N39	No	No	0	0	0	0	29 Feb 56
R40	No	No	0	0	0	0	29 Feb 56
IN41	No	No	0	0	0	0	30 Apr 56
IN42	No	No	0	0	0	0	30 Apr 56
IN43	No	No	0	0	0	0	31 May 56
IN45	No	No	0	0	0	0	31 May 56
R60	Yes	Yes	0	1	0	1	30 Aug 55
R61	Yes	Yes	0	1	0	1	24 Oct 55
R62	Yes	Yes	0	0	2	2	obs not checked
N65	Yes	Yes	0	1	0	1	28 Oct 55
R66	No	No	0	0	0	0	29 Feb 56
R67	Yes	Yes	0	2	0	1	21 Oct 55
R68	No	No	0	0	0	0	29 Feb 56
R69	Yes	Yes	0	1	0	1	4 Nov 55
R70	Yes	Yes	0	1	0	1	14 Nov 55
R71	No	No	0	0	0	0	29 Feb 56

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370th, 371st, 372nd BOMBGRON, 307th Bomb Wing (M), 1 - 31 January
 Hq 307th BW(M), 307DOT, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAC-T12)

	a	b	c	d	e	f	g	h
IN72	Yes	Yes	0	0	0	0	0	30 Apr 56
IN73	No	No	0	0	0	0	0	30 Apr 56
IN74	No	No	0	0	0	0	0	31 Mar 56
IN75	No	No	0	0	0	0	0	31 May 56



LOUIS G. THORUP
 Colonel, USAF
 Commander

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JET CREW AIR TRAINING REPORT - PART I				UNIT 307TH BOMBARDMENT WING (M)										MONTH JANUARY		PAGE NO. 1		NO. OF PAGES 4		REPORTS CONTROL SYMBOL 3-SAC-T12										
A. GENERAL				B. BOMBING										C. NAVIGATION																
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS		7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	RADAR		100% RUNS	HIGH LEVEL RELEASES	LOW LEVEL RELEASES	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID	CEL. RADAR	MILEAGE	FUEL
				TOTAL	GPI	1	2	3	4	5	1	2	3		4	5														
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67
R30	Negative (Downgraded from Wing Standboard to R crew 4 Jan 56)																													
R01	B47E	02	10																											
R01	Negative (Upgraded to Wing Standboard 4 Jan 56)																													
R34	B47E	05	15																											
R60	B47E	01	07																											
R02	B47E	04	17												01	01		01												
SUB															01	01		01												
TOTAL		10	39												01	01		01												
R30	B47E	02	11																											
R02	Negative (Upgraded to Squadron Standboard 4 Jan 56)																													
R03	B47E	02	14																											
R04	B47E	02	10												01		01	01												
R05	B47E	04	27												03															
R06	B47E	01	07																											
R08	B47E	04	23												02															
R10	B47E	05	30																											

FORM 18 NOV 54 184 PREVIOUS EDITION IS OBSOLETE.

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Air Force - SAC, Office D-404(15) (When Filled In)

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JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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JET CREW AIR TRAINING REPORT - PART II												UNIT				MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																				
												307TH BOMBARDMENT WING (M)				JANUARY		3		4		3-SAC-T12																				
D. GENERAL		E. REFUELING										F. GUNNERY										G. CRUISE CONTROL										H. SIM CRSE										
12		13				14						15			16							17		18		19				20				21								
CREW NUMBER		TOTAL		IN DARKNESS		TOTAL		REST		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT			TOTAL NO. OF MISSIONS		MAXIMUM LOAD TOTALS					OVERALL GROSS WEIGHT		NO. OF FIGHTER ATTACKS		NO. OF GUNNERY		PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	LOADED	FIRE	OVERALL	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF	NO. OF							
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N68																																										
N09																																										
N32																																										
N64	Disbanded																																									
N65						01	01																																			
N39	Negative																																									
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TOTAL		12	12	02	02	29	29			08	08	05	05	08	07																											
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JET CREW AIR TRAINING REPORT - PART II												UNIT 307TH BOMBARDMENT WING (M)										MONTH JANUARY		PAGE NO. 4		NO. OF PAGES 4		REPORTS CONTROL SYMBOL 3-SAC-T12									
D., GENERAL		E. REFUELING												F. GUNNERY										G. CRUISE CONTROL										H. SIM CRSE			
12		13				14								15				16						17		18		19				20				21	
CREW NUMBER		RENDZVOUS				REFUELING								MAXIMUM LOAD				MAXIMUM LOAD TOTALS						NO. OF FRONTIER ATTACKS		NO. OF GUNNERY		PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE	
		TOTAL		IN DARKNESS		REST - REFLG		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT				TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT															
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
6-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	36-37	39-40	41-44	46-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71		
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IN74	AC	5%	7:00	CP	"G"	AOB	"G"																														
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IN75	AC	"G"	CP	"G"	AOB	"G"																															
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COMBAT	01	01	-	-	05	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R PRACT	02	02	-	-	02	02	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
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JET CREW AIR TRAINING REPORT - PART III										UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL																						
										307TH BOMBARDMENT WING (M)		JANUARY		1		4		3-SAC-T12																						
I. GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS		P. CREW PROFICIENCY																				
22 CREW NUMBER	23 LARGE SCALE		24 TRI-METROGON		25 ATT. ACC.		26 ACTUAL PHOTO FLASH RUNS		27 SIM. PHOTO FLASH RUNS		28 PHOTO FLASH RES RUNS		29 ACTUAL PHOTO FLASH RUNS		30 SIM. PHOTO FLASH RUNS		31 D-TARGET RUNS		32 NR OF RADAR ROUTE SIGNS		33 NR OF WEAPONS ACCOMP		34 EMERGENCY PREPAREDNESS		35 NR OF CELL MISSIONS		36 NR OF FLIGHT FLYING		37 ASSISTED TAKEOFFS		38 SLOW TROTTER MISSIONS		39 MONTH COM STANDARD CHECKS							
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.							
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61
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SAC FORM 184b PREVIOUS EDITIONS ARE OBSOLETE.

6C-1881

Air Force - SAC, (Offit) O-9256)

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JET CREW AIR TRAINING REPORT - PART III										UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL																
										397TH BOMBARDMENT WING (M)		JANUARY		2		4		3-SAC-T12																
I. GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS		P. CREW PROFICIENCY														
22 CREW NUMBER	23 LARGE SCALE		24 TRI-METROGON		25		26 ACTUAL PHOTO FLASH RUNS		27 SIM. PHOTO FLASH RUNS		28 PHOTO FLASH RUNS		29 ACTUAL PHOTO FLASH RUNS		30 SIM. PHOTO FLASH RUNS		31 IN-TARGET RANGE		32 NR OF RADAR ROUTE W/ SHOTS		33 NR OF WEAPONS ACCOMP.		34 EMERGENCY PREPAREDNESS		35 NR OF CELL MISSIONS		36 DEPRESSED FLIGHT		37 ASSISTED TAKEOFFS		38 GLIDE PROTECTOR MISSIONS		39 NR OF COMPLETED STATIONS	
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF DOWNS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CANT.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.
6-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100	101-103	104-106	107-109	110-112
R11																																		DEC
R31																																		JAN
R33																																		JAN
R35																																		OCT
R36																																		OCT
R47	NOT APPLICABLE																																	OCT
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R49																																		DEC
R61	NOT APPLICABLE																																	JAN
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R68																																		JAN
SUB																																		
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SAC FORM 1 AUG 55 1845 PREVIOUS EDITIONS ARE OBSOLETE.

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SAC FORM 1846 PREVIOUS EDITIONS ARE OBSOLETE

Air Force - SAC, Offutt, G-2/3A

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JET CREW AIR TRAINING REPORT - PART IV										UNIT										MONTH										PAGE NO.										NUMBER OF PAGES										REPORTS CONTROL SYMBOL									
307TH BOMBARDMENT WING (M)										JANUARY										1										6										3 SAC-T12																			
GENERAL										PILOT PROFICIENCY										MISCELLANEOUS																																							
NO	41	42	43		44					45					46					47		48		49		50		51		52		53		54		55		56																					
DATE	W/O OF PILOT	W/O OF PILOT	TAKES-OFF	LANDINGS	LANDINGS					LANDINGS					LANDINGS					BOMBING		FORMATION		BOMBING		FORMATION		BOMBING		FORMATION		BOMBING		FORMATION		BOMBING		FORMATION																					
NUMBER	PROFICIENCY	PROFICIENCY	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING	WING																									
0-13	11-13	14-13	15-14	16-15	17-16	18-17	19-18	20-19	21-20	22-21	23-22	24-23	25-24	26-25	27-26	28-27	29-28	30-29	31-30	32-31	33-32	34-33	35-34	36-35	37-36	38-37	39-38	40-39	41-40	42-41	43-42	44-43	45-44	46-45	47-46	48-47	49-48	50-49	51-50	52-51	53-52	54-53	55-54	56-55	57-56	58-57	59-58	60-59											
R30	Negative																																																										
R01		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02											
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R60		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01											
R02	01	01	04		04	04	08	02	02	02	01	03		02		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01													
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R03		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02											
R02	Negative																																																										
R03		02		02	03	05		05	05	01	05	06		01	01		02	02		01		01		01		01		01		01		01		01		01		01		01		01		01		01													
R04		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02		02													
R05		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04													
R06		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01		01													
R08		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04		04													
R10		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05		05													

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SAC : FORM 184C AUG 88 PREVIOUS EDITIONS ARE OBSOLETE.

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JET CREW AIR TRAINING REPORT - PART IV										UNIT 30TH BOMBARDMENT GROUP (M)										MONTH JANUARY		PAGE NO. 1		SERIES 4		REPORTS CONTROL PERIOD 3-04C-112							
I. GENERAL										II. PILOT PROFICIENCY										III. MISCELLANEOUS													
NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY	NO	BY
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Air Force - SAC, (AFM) O-33(56)

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HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Nebraska

307DOT

29 February 1956

SUBJECT: Wing Commander's Remarks 1 - 29 February 1956

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

PART VI.

a. Hours performing missions ordered by:

(1) Higher Headquarters

Commitments	Hours	
	Programmed	Accomplished
(a) USCM (8AF C BORD 11-56)	350	275:00
(b) 8AF Stand Board Flights	13	5:00
(c) Special Weapons Exercise	N/A	N/A
(d) Pace Setter II	—	16:00
TOTAL	363	296:00

1. Reference commitment (a). Programming hours was originally based on twenty-eight (28) aircraft flying the mission. Subsequent to original program the requirement was reduced to twenty-one (21) aircraft. Twenty-four (24) were actually airborne on the mission and five (5) air aborted prior to full mission accomplishment.
2. Reference priority (b), this was predicated on two sorties. Requirement was subsequently established as one sortie.
3. Reference priority (d), this was reported on aircraft which were diverted on Pace Setter II and failed to return until after 1 February 1956.

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6C - 2127

3-733-C

1186

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PCSA, 101st, 101st Bomb Wing, 101st Bomb Wing (B), 1-29 February 1956
 101st Bomb Wing, 101st Bomb Wing, 101st Bomb Wing, 101st Bomb Wing (B), 1-29 February 1956

1. Delivery of 101st Bomb Wing, 101st Bomb Wing (B), 1-29 February 1956
 cancellations for weather.

2. Re-assignment of aircraft: Twenty five (25) hours lost on aircraft undergoing 101st Bomb Wing modification in accordance with TO 1047-570 dated 1 FEB 55

3. Combat Crew Members Gains and Losses:

(1) Crew members gained:

- (a) Two (2) aircraft commander from PCS assignment.
- (b) Two (2) co-pilots from filler status.
- (c) Two (2) observers from filler status.

(2) Crew members lost: None.

4. Crew member changes:

- (1) Three (3) co-pilots on IN crews.

5. New Crews:

- (1) IN46 formed 20 February 1956.
- (2) IN76 formed 10 February 1956.

6. Crew Status Changes:

(1) Status Changes:

- (a) IN73 to IN74, 21 February 1956
- (b) IN75 to IN76, 21 February 1956
- (c) Number of non-ready crews assigned 12
- (d) Number of ready crews assigned 27
- (e) Forecast operating status, non-ready to ready crews.

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3-733-c

371st, 372nd BOMB, 307th Bomb Wing (), 1-29 February 1956
 371st BOMB, 307th BOMB, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-1A1-712)

CREW	DATE	CREW	DATE	CREW	DATE
N09	12 MAR	* N39	31 MAR	* N65	31 MAR
IN12	11 JUN	IN41	11 JUN	IN72	11 JUN
IN13	11 JUN	IN42	11 JUN	IN73	11 JUN
IN14	25 JUN	IN43	25 JUN	* IN74	30 JUN
IN15	25 JUN	IN45	25 JUN	* N75	7 MAY
IN16	11 JUN	* IN46	30 NOV	* IN76	30 NOV
N32	8 MAR				

(5) Explanation of changes in upgrading dates:

*N65: Due to scheduling difficulties crew did not complete standardization as scheduled prior to co-pilot and observer departure TDY for advanced survival training. Crew is rescheduled to complete standardization upon their return.

*N39: Adjusted due to slower than expected progress of crew observer.

*IN46 and IN76 added: Crews expected to return from TDY training in July.

*N75: As of 29 FEB this crew met 50-10 requirements totaling approximately 90 hours.

*IN74: Crew progress greater than anticipated.

h. Standardization Crews:

- (1) R01 Wing.
- (2) R02 370th BOMB.
- (3) R34 371st BOMB.
- (4) R60 372nd BOMB.

i. Materiel and Personnel Problems:

- (1) Airman Manning: As of 29 February 1956, 1485 airmen were assigned to the Wing account of an authorization of 1609 airmen or 92.3%. Of the 1485 airmen assigned 1098 are effective or 68.2%.

- (a) Airborne ECM Operations Supervisors: 4444. We are authorized 9 supervisors, three in Bomb Squadron, and have none assigned at any skill level, whatsoever. In view of the input of new aircraft commencing with the month of March, an urgent requirement exists for ECM specialists, immediately. No known input has been projected into the 31st Air Division.

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3-733-c

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370th, 371st, 372nd BOMB, 307th Bomb Wing (), 1 - 29 February 1956
 HQ 307th BW (X), 307BOM, Subject: Part VI. Wing Commander's Remarks (IC: 3-443-T12)

- (b) Aircraft Electronic Navigational Equipment Repairmen (30141): We are authorized 23 airmen in this specialty and have 43 assigned; however, we have a projected loss of eight (8) airmen during a period when this Wing will be on TDY. Consequently, we will be only 65% manned in this hard core specialty. We are authorized 5 auxiliary Radar Supervisors, AFSC 30171, with none assigned. Seven-level personnel are required to supervise the maintenance of radar equipment including the APS-42, APN-12, APN-75, and APN-100. Upgrading lower level personnel is exceedingly difficult without help of seven-level personnel to conduct OJT.
- (c) Aircraft Radio Maintenance Technician (30170): We are authorized fifteen (15) Technicians and have seven assigned or 46%. With two (2) losses in April and one (1) in August, our assigned strength will be reduced to four (4) technicians or 33%. The present manning has been a limiting factor in the low level of our Radio Maintenance function.
- (d) A/C EM Maintenance Technician (30173): We are authorized five maintenance technicians and have none assigned or projected into the Wing. With the advent of new B-47 aircraft in March, there will be no technicians available to maintain the EM equipment which is entirely new to our EM personnel and which requires maximum amount of training. With less than 50% of our authorized 5-level assigned and no seven level airmen, this Wing does not have the capability to train the assigned apprentices.
- (e) Office Machine Repairmen (401X0): We are authorized two (2) airmen and have none assigned. Two (2) airmen were lost to separation and a levy for Portsmouth Air Force Base. This has necessitated closing the office machine repair shop, which is an important function in a Wing of this size. Eighth Air Force has advised that no support can be had in this area.
- (f) Instrument Repairmen (422X0): We are authorized thirty-one (31) Instrument Specialists and have twenty-one (21) assigned of which only seventeen (17) are effective or 54%. With a known input of one (1) airman in April, our effective manning will still be unsatisfactory and remain an obstacle toward accomplishing our instrument work orders.

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(b) Metal Processing Specialist (532XO): We presently have six (6) out of six (6) assigned, with a loss of four (4) through November and an input of one (1), which will give us a manning of 50%.

(a) Armament Systems: We are authorized 10 officers and have 4 assigned. The minimum number of armament and Electronics type officers required to continue the operations of the Bomb-Navigation Component of the assigned aircraft is six. The officer personnel shortage plus the shortage of 28 seven level 4-system Technicians (321703) and 9 seven level 4-5 Gunlaying personnel (323703) have resulted in a very weak Armament and Electronics Squadron in this Wing. In view of the more intricate A&E equipment which this Wing will have to maintain commencing March 1956, a dire requirement exists for at least 2 qualified Armament Systems officers.

(b) ECM Officers (2024): We are authorized 13 ECM officer -- four for support positions and nine for B-47 crew positions. We have four support officers assigned and no crew members. Requirement for ECM crew members will exist commencing with the month of March when a new configuration B-47 aircraft will be assigned to the Wing.

(c) Wing Gunnery Officer (3244): We are authorized one captain 3244 and have a lieutenant assigned who will be released from active duty in June. Lack of a replacement will retard our Ground and Flying Training Program.

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3-733-c

Comments or Recommendations of the Wing Commander: The effective flying hours produced during February were not adequate to maintain the desired level of proficiency activity for combat ready crew training while proceeding with the intensive non-ready crew upgrading program. Aircraft with unreliable "K" equipment continued to hamper the organization with the resultant loss of flying hours due to these aircraft being placed on "K" test status at various times during the month. While every effort is being expended to correct the sub-nav deficiencies in these aircraft, it is not considered realistic to request depot action in that these aircraft are scheduled for IRAN with the first delivery scheduled for 13 March.

CONFIDENTIAL

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6C-2127
3-733-c

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370th, 371st, 372nd, BOMBARD, 307th Bomb Wing (M), 1 - 28 February 1956
HQ 307th BW (M), 307th DOT, Subj: Part VI, Wing Comdr's Remarks (RGS-3-SAC-T12)

USCM conducted during the month resulted in appreciable flying time for the combat ready crews; however, utilization of this time was relatively low with no RBS activity scheduled. Every effort is being made to increase the amount of flying time produced to insure that our crews receive proper training prior to deployment which has been moved back to the first of July.

The uncertainty of new aircraft delivery with input dates unknown makes it extremely difficult to plan a tight, efficient flying training program. In addition, the scheduled completion date of exchange of old for new aircraft is relatively near our deployment date. Any slippage in delivery of new aircraft or support equipment would present serious problems in deployment readiness on the adjusted schedule.

The programmed upgrading dates listed above are computed on accomplishment of Pace Setter III, the USCM in May and Pace Setter IV. Final programmed upgrading dates are considered to be close to new deployment date, and could well result in a "crash" program during June. To be realistic these dates should be moved back approximately two weeks. This can be accomplished by relieving the Wing from Pace Setter III and the May USCM.

The heavy concentration on 51-19 training with its attendant heavy tanker sortie requirement hampers the full accomplishment of SAC Reg 50-8 training in the Air Refueling Squadron. This develops from the requirement for three to three and one half hours "pattern" time with the tankers in SAC Reg 51-19 Air Refueling check-out sorties.

q. Special Report Hi Jinks

a	b	c	d	e	f	g	h
RO1	Yes	Yes	0	3	0	0	30 Aug 55
RO2	Yes	Yes	0	2	0	2	31 Jan 56
RO3	Yes	Yes	0	1	0	1	25 Oct 55
RO4	Yes	Yes	0	2	0	2	31 Jan 56
RO5	Yes	Yes	1	1	1	1	20 Feb 56
RO6	Yes	No	0	0	0	0	31 Mar 56
RO8	Yes	Yes	0	0	0	2	9 Nov 55
NO9	Yes	AC&CP	0	0	0	0	31 Mar 56
R10	Yes	No	0	0	0	0	31 Mar 56
R11	Yes	Yes	0	1	0	1	3 Nov 55
IN12	No	No	0	0	0	0	11 Jun 56
IN13	No	No	0	0	0	0	11 Jun 56
IN14	No	No	0	0	0	0	25 Jun 56
IN15	No	No	0	0	0	0	25 Jun 56
IN16	No	No	0	0	0	0	11 Jun 56
R30	Yes	Yes	0	2	0	0	30 Oct 55
R31	Yes	Yes	0	2	0	0	30 Oct 55
N32	Yes	AC&CP	0	0	3	3	31 Mar 56
R33	Yes	AC&CP	0	0	0	0	31 Mar 56
R34	Yes	Yes	0	2	3	3	31 Mar 56

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370th, 371st, 372nd, BOMBON, 307th Bomb Wing, (M), 1-29 February 1956
 HQ 307th BW (M), 307DOT, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAG-T12)

a	b	c	d	e	f	g	h
R35	Yes	Yes	0	0	1	3	13 Oct 55
R36	Yes	AC&CP	1	1	3	3	21 Feb 56
R37	Yes	Yes	2	2	0	0	20 Feb 56
R38	Yes	Yes	0	2	0	0	31 Oct 55
N39	Yes	No	0	0	0	0	31 Mar 56
R40	Yes	No	0	0	0	0	31 Mar 56
IN41	No	No	0	0	0	0	11 Jun 56
IN42	No	No	0	0	0	0	11 Jun 56
IN43	No	No	0	0	0	0	25 Jun 56
IN45	No	No	0	0	0	0	25 Jun 56
R60	Yes	Yes	0	1	0	1	30 Aug 55
R61	Yes	Yes	0	1	0	1	24 Oct 55
R62	Yes	Yes	0	0	0	4	4 Nov 55
R65	Yes	AC&CP	0	1	0	1	28 Oct 55
R66	Yes	No	0	0	0	0	31 Mar 56
R67	Yes	Yes	0	2	0	1	21 Oct 55
R68	Yes	No	0	0	0	0	15 Mar 56
R69	Yes	Yes	0	1	0	1	4 Nov 55
R70	Yes	Yes	0	1	0	1	14 Nov 55
R71	Yes	AC&CP	0	0	0	0	31 Mar 56
IN72	Yes	No	0	0	0	0	11 Jun 56
IN73	No	No	0	0	0	0	11 Jun 56
IN74	No	No	0	0	0	0	9 Jul 56
IN75	No	No	0	0	0	0	9 Apr 56

This report includes only creditable scored items under d, e, f, and g. Practice runs are not shown. The utilization of available instructors for Semi Annual Standardization Rides, and SAC Reg 51-19 sorties, has slowed the progress of this program.

Louis G. Thorup

LOUIS G. THORUP
 Colonel, USAF
 Commander

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6C-2127

Air Force AC, Offici D-454(55) (When Filled In)

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JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																						
				307TH BOMBARDMENT WING (M)	FEBRUARY	2	4	3-SAC-T12																						
A. GENERAL				B. BOMBING										C. NAVIGATION																
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS		7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	11	TOTAL RELEASES	TOTAL GFI	VISUAL	195A RIMS	HIGH LEVEL DIST. AWAY	BOMB RELEASE (7-40)	CIRCULAR ERRORS					NO. OF LEGS	DAY CELL	GRID	CEL. RADAR	PRESSURE PATTERN
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	12-13	14-15	16-19	20-22	23-26	27-34	35-37	38-40	41-44	45-48	49-52	53-55	56-58	59-61	62-64	65-67
R30	B-47E	03	25	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	01	-	18	-	-	-	-	01	01	01	-	-
R31	B-47E	06	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	19	-	-	-	-	01	-	-	01	-
R33	B-47E	09	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	14	-	-	-	-	01	01	01	-	-
R35	B-47E	07	53	-	-	-	-	-	-	-	-	-	-	-	07	02	-	-	02	-	05	29	-	-	-	02	-	05	-	-
R36	B-47E	07	34	-	-	-	-	-	-	-	-	-	-	-	05	01	-	01	04	-	-	-	-	-	-	-	-	-	-	-
R37	B-47E	05	28	-	-	-	-	-	-	-	-	-	-	-	03	03	-	02	02	-	-	-	-	-	-	-	03	-	-	-
R38	B-47E	05	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	11	20	-	-	-	02	-	01	-	-
R40	B-47E	04	16	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	02	01	-	-	-
R61	B-47E	05	40	-	-	-	-	-	-	-	-	-	-	-	05	02	-	-	01	-	15	-	-	-	-	01	01	02	01	-
R62	B-47E	05	32	-	-	-	-	-	-	-	-	-	-	-	05	01	-	-	01	-	15	-	-	-	-	01	01	-	-	-
R66	B-47E	05	34	-	-	-	-	-	-	-	-	-	-	-	06	01	-	-	01	-	29	-	-	-	-	01	-	02	-	-
R67	B-47E	09	46	-	-	-	-	-	-	-	-	-	-	-	04	-	-	-	-	-	-	-	-	-	-	01	01	-	-	-
R68	B-47E	02	14	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	01	-	-	-	-	-	-	01	-	-	-	-
R69	B-47E	07	21	-	-	-	-	-	-	-	-	-	-	-	03	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-
R70	B-47E	03	31	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	01	-	09	-	-	-	-	01	01	02	-	-
R71	B-47E	08	27	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	01	-	-	-	-	-	-	-	03	-	-	-
SUB		134	812	-	-	-	-	-	-	-	-	-	-	-	58	19	-	05	25	-	221	49	-	-	-	14	13	26	03	-

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JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORT'S CONTROL SYMBOL																							
				327TH BOMBARDMENT WING (M)	FEBRUARY	3	4	3-SAG-T12																							
A. GENERAL				B. BOMBING										C. NAVIGATION																	
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS		7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL	TOTAL	GR	VISUAL	OPER RUNS	HIGH LEVEL BREAK AWAY	BOMB RELEASE (T-80)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		PRESSURE PATTERN	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	12-14	15-16	18-19	21-22	23-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	
N68	B-47E	04	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N09	B-47E	03	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	
N32	B-47E	09	46	210	560	600	1120	-	-	-	-	-	-	04	-	-	-	-	03	-	-	-	-	-	-	-	01	01	-	-	
N39	B-47E	06	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	
N65	B-47E	08	35	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N73	B-47E	03	17	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	
N75	B-47E	03	14	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUB TOTAL		35	183	210	560	600	1120	-	-	-	-	-	-	04	07	-	-	-	03	-	-	-	-	-	-	-	-	04	04	-	-
WING TOTAL		192	1116	210	560	600	1120	-	-	-	-	-	-	04	76	23	05	-	34	-	251	49	-	-	-	16	18	42	03	-	
IN39	Negative (Upgraded to N Crew 28 Jan 56)																														
IN73	AC "X" 100% 33:45 CP "X" 100% 7:00 AOB "X" 100% 7:00 (Upgraded 22 Feb to N)																														
IN75	AC "X" 100% 10:30 CP "X" 100% 6:30 AOB "X" 100% 6:30 (Upgraded 22 Feb to N)																														
IN12	AC 80% 50:50 CP "G" AOB 80% 24:00																														
IN13	AC 30% 29:00 CP "G" AOB "G"																														
	AC 75% 46:00 CP "G" AOB 75% 21:30																														

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JET CREW AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORT CONTROL SYMBOL																				
A. GENERAL				B. BOMBING										C. NAVIGATION																				
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS		7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS										
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL CFI	VISUAL	100% RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (T-10)	CIRCULAR ERRORS					NO. OF LEGS	DAY CELL	GRID		PRESSURE PATTERN					
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-73	74-78	79-83	84-88	89-93	94-98	99-103	104-108	109-113	114-118	119-123	124-128	129-133	134-138	139-143	144-148	149-153	154-158	159-163	164-168	169-173
IN15	AC 80%	48:20	CP 80%	8:00	AOB 80%	18:20																												
IN16	AC 80%	55:30	CP 80%	9:10	AOB 80%	36:00																												
IN41	AC 80%	55:20	CP 80%	5:50	AOB 80%	17:50																												
IN42	AC 70%	37:50	CP "G"	AOB 80%	12:00																													
IN43	AC 70%	37:50	CP "G"	AOB "G"																														
IN45	AC 25%	11:35	CP "G"	AOB "G"																														
IN46	AC "G"	CP "G"	AOB "G"																															
IN72	AC 80%	47:45	CP 80%	14:55	AOB 80%	21:00																												
IN74	AC 40%	18:00	CP 80%	7:30	AOB 80%	11:00																												
IN76	AC "S"	CP "S"	AOB "S"																															
XXXX		84	458	-	-	-	-	-	-	-	-	-	-	04	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
COMBAT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NON R		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PRACT		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		84	458	-	-	-	-	-	-	-	-	-	-	04	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ALL TNG		276	1574	-	-	-	-	-	-	-	-	-	-	08	79	23	-	07	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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JET CREW AIR TRAINING REPORT - PART III												UNIT		MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL															
40TH BOMBARDMENT WING (M)												DECEMBER		2		2		1 SEP 70																	
I. GENERAL				J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO				L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR ECHO PHOTOGRAPHY		O. AIR WEAPONS		P. CREW PROFICIENCY											
22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39	
CREW NUMBER	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CANT.	ATT.	ACC.	ATT.	ACC.	NR OF RADAR ROUTE NO. SIGNS	ATT.	ACC.	NR OF WEAPONS ACCOMP.	EMERGENCY PROSECUTION	NR OF CELL PHONES	NR OF DEPRESSURIZED PLAYS	NR OF AMMOS TANKS	NR OF TROTTER MESSAGES	NR OF MONTH COMPLETION	NR OF STATION CHECK				
																																ACTUAL PHOTO FLASH RUNS	SIM. PHOTO FLASH RUNS	PHOTO FLASH RUNS	ACTUAL PHOTO FLASH RUNS
6-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100	101-103	104-106	107-109	110-112	
R30																																			
R31																																			
R33																																			
R35																																			
R36																																			
R37																																			
R38																																			
R40																																			
R61																																			
R62																																			
R66																																			
R67																																			
R68																																			
R69																																			
R70																																			
R71																																			
SUB																																			
TOTAL																																			

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JET CREW AIR TRAINING REPORT - PART III														UNIT				MONTH				PAGE NO.				IN TO PAGE				REPORTS CONTROL SYMBOL											
1. GENERAL														2. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				3. LOW ALTITUDE DAYLIGHT PHOTO				4. HIGH ALTITUDE NIGHT PHOTOGRAPHY				5. LOW ALTITUDE NIGHT PHOTOGRAPHY				6. RADAR SCOPE PHOTOGRAPHY				7. AIR WEAPONS				8. CREW EFFICIENCY			
22		23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39							
CREW NUMBER		LARGE SCALE		TRI-METROGON		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		ATT.		ACC.		ATT.							
6-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100	101-103	104-106	107-109	110-112							
N68																																									
N09																																									
N32																																									
N39																																									
N65																																									
N73	NOT APPLICABLE																																								
N75																																									
SUB TOTAL																																									
WING TOTAL																																									
IN39																																									
IN73																																									
IN75																																									
IN12																																									
IN13																																									
IN14																																									

FORM 184b PREVIOUS EDITIONS ARE OBSOLETE.

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JET CREW AIR TRAINING REPORT - PART IV		UNIT		MONTH		PAGE NO.		NO OF PAGES		REPORT CONTROL SYMBOL																				
		YOUTH BOMBARDMENT WING (M)		FEBRUARY				2		1-540-712																				
PILOT PROFICIENCY																														
MISCELLANEOUS																														
40	41	42	43		44				45				46				47		48		49	50	51	52	53	54	55	56		
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS				GCA				ILAS				APPROACHES		FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	NIGHT MISSIONS	NIGHT MISSIONS	NIGHT MISSIONS	NIGHT MISSIONS	NIGHT MISSIONS	NIGHT MISSIONS	
			ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	ACFT COMDR	CO-PILOT	FULL STOP	TOUCH AND GO	TOTAL	ACFT COMDR	CO-PILOT	FULL STOP										TOUCH AND GO
5-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100
R30		03		03	03					01	01								01	01				10	10	01				
R31		05		05	05					02	02	04							01	01									01	
R33	01	06	08		08	11	19			04	04		01	01		02	02		03	03				05	05		01		01	01
R35		06		06	01	07							02	02					01					02	03	01	01	01		
R36	01	05	07		07		07			01	02	03		02	02		02	02		02										
R37		04		04		04				02	02		01	01					02					02	02	01			01	01
R38		05		05		05				02		02							02								01	01		01
R40	01	05	03		03		03			02	01	03		05	06														01	
R61		05		05	05	10		05	05	02	01	04			01		01	02						11	11				01	01
R62		03	01	04	06	10		03	03	01	05	08		03	03				02							01			01	
R66		04		04		04				02	03	05					01	01		02	02	01				01			01	
R67		07		07	03	10		02	02	03	03	08		02	14		01	03		02	01			34	28				01	
R68		02		02		02																							01	
R69		03		03	05	08		05	05	01	01	03		01	01				01	01				08	08			01		
R70		03		03		03				02		02														01	01	01		01
R71		05		05		05				03		04					01												01	
SUB																														
TOTAL	23	114	02	115	38	153	01	35	36	85	30	80	31	53	11	16	04	07	19	01				27	21	11	05	04	07	17

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JET CREW AIR TRAINING REPORT - PART IV

UNIT: **30TH BOMBARDMENT WING (M)** MONTH: **FEBRUARY** SCALE NO: **5** NR OF PAGES: **5** REPORTS CONTROL SYMBOL: **3-240-112**

Q. GENERAL		41		42		43		44						45						46						47		48		49																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
CREW NUMBER	NR OF PILOT PROFICIENCY MISSIONS	NR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS						DCA						ILAS						APPROACHES		FORMATION		49	50	MISCELLANEOUS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
			ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			AIRBORNE RADAR	PFI	SYNO DIT	TOTAL TIME			NR OF ALTITUDE	DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER MISSIONS	51	52	53	54	55	56																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
9-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	65-67	72-73	75-76	78-79	81-82	85-86	89-90	93-94	97-98	101-102	105-106	109-110	113-114	117-118	121-122	125-126	129-130	133-134	137-138	141-142	145-146	149-150	153-154	157-158	161-162	165-166	169-170	173-174	177-178	181-182	185-186	189-190	193-194	197-198	201-202	205-206	209-210	213-214	217-218	221-222	225-226	229-230	233-234	237-238	241-242	245-246	249-250	253-254	257-258	261-262	265-266	269-270	273-274	277-278	281-282	285-286	289-290	293-294	297-298	301-302	305-306	309-310	313-314	317-318	321-322	325-326	329-330	333-334	337-338	341-342	345-346	349-350	353-354	357-358	361-362	365-366	369-370	373-374	377-378	381-382	385-386	389-390	393-394	397-398	401-402	405-406	409-410	413-414	417-418	421-422	425-426	429-430	433-434	437-438	441-442	445-446	449-450	453-454	457-458	461-462	465-466	469-470	473-474	477-478	481-482	485-486	489-490	493-494	497-498	501-502	505-506	509-510	513-514	517-518	521-522	525-526	529-530	533-534	537-538	541-542	545-546	549-550	553-554	557-558	561-562	565-566	569-570	573-574	577-578	581-582	585-586	589-590	593-594	597-598	601-602	605-606	609-610	613-614	617-618	621-622	625-626	629-630	633-634	637-638	641-642	645-646	649-650	653-654	657-658	661-662	665-666	669-670	673-674	677-678	681-682	685-686	689-690	693-694	697-698	701-702	705-706	709-710	713-714	717-718	721-722	725-726	729-730	733-734	737-738	741-742	745-746	749-750	753-754	757-758	761-762	765-766	769-770	773-774	777-778	781-782	785-786	789-790	793-794	797-798	801-802	805-806	809-810	813-814	817-818	821-822	825-826	829-830	833-834	837-838	841-842	845-846	849-850	853-854	857-858	861-862	865-866	869-870	873-874	877-878	881-882	885-886	889-890	893-894	897-898	901-902	905-906	909-910	913-914	917-918	921-922	925-926	929-930	933-934	937-938	941-942	945-946	949-950	953-954	957-958	961-962	965-966	969-970	973-974	977-978	981-982	985-986	989-990	993-994	997-998	1001-1002	1005-1006	1009-1010	1013-1014	1017-1018	1021-1022	1025-1026	1029-1030	1033-1034	1037-1038	1041-1042	1045-1046	1049-1050	1053-1054	1057-1058	1061-1062	1065-1066	1069-1070	1073-1074	1077-1078	1081-1082	1085-1086	1089-1090	1093-1094	1097-1098	1101-1102	1105-1106	1109-1110	1113-1114	1117-1118	1121-1122	1125-1126	1129-1130	1133-1134	1137-1138	1141-1142	1145-1146	1149-1150	1153-1154	1157-1158	1161-1162	1165-1166	1169-1170	1173-1174	1177-1178	1181-1182	1185-1186	1189-1190	1193-1194	1197-1198	1201-1202	1205-1206	1209-1210	1213-1214	1217-1218	1221-1222	1225-1226	1229-1230	1233-1234	1237-1238	1241-1242	1245-1246	1249-1250	1253-1254	1257-1258	1261-1262	1265-1266	1269-1270	1273-1274	1277-1278	1281-1282	1285-1286	1289-1290	1293-1294	1297-1298	1301-1302	1305-1306	1309-1310	1313-1314	1317-1318	1321-1322	1325-1326	1329-1330	1333-1334	1337-1338	1341-1342	1345-1346	1349-1350	1353-1354	1357-1358	1361-1362	1365-1366	1369-1370	1373-1374	1377-1378	1381-1382	1385-1386	1389-1390	1393-1394	1397-1398	1401-1402	1405-1406	1409-1410	1413-1414	1417-1418	1421-1422	1425-1426	1429-1430	1433-1434	1437-1438	1441-1442	1445-1446	1449-1450	1453-1454	1457-1458	1461-1462	1465-1466	1469-1470	1473-1474	1477-1478	1481-1482	1485-1486	1489-1490	1493-1494	1497-1498	1501-1502	1505-1506	1509-1510	1513-1514	1517-1518	1521-1522	1525-1526	1529-1530	1533-1534	1537-1538	1541-1542	1545-1546	1549-1550	1553-1554	1557-1558	1561-1562	1565-1566	1569-1570	1573-1574	1577-1578	1581-1582	1585-1586	1589-1590	1593-1594	1597-1598	1601-1602	1605-1606	1609-1610	1613-1614	1617-1618	1621-1622	1625-1626	1629-1630	1633-1634	1637-1638	1641-1642	1645-1646	1649-1650	1653-1654	1657-1658	1661-1662	1665-1666	1669-1670	1673-1674	1677-1678	1681-1682	1685-1686	1689-1690	1693-1694	1697-1698	1701-1702	1705-1706	1709-1710	1713-1714	1717-1718	1721-1722	1725-1726	1729-1730	1733-1734	1737-1738	1741-1742	1745-1746	1749-1750	1753-1754	1757-1758	1761-1762	1765-1766	1769-1770	1773-1774	1777-1778	1781-1782	1785-1786	1789-1790	1793-1794	1797-1798	1801-1802	1805-1806	1809-1810	1813-1814	1817-1818	1821-1822	1825-1826	1829-1830	1833-1834	1837-1838	1841-1842	1845-1846	1849-1850	1853-1854	1857-1858	1861-1862	1865-1866	1869-1870	1873-1874	1877-1878	1881-1882	1885-1886	1889-1890	1893-1894	1897-1898	1901-1902	1905-1906	1909-1910	1913-1914	1917-1918	1921-1922	1925-1926	1929-1930	1933-1934	1937-1938	1941-1942	1945-1946	1949-1950	1953-1954	1957-1958	1961-1962	1965-1966	1969-1970	1973-1974	1977-1978	1981-1982	1985-1986	1989-1990	1993-1994	1997-1998	2001-2002	2005-2006	2009-2010	2013-2014	2017-2018	2021-2022	2025-2026	2029-2030	2033-2034	2037-2038	2041-2042	2045-2046	2049-2050	2053-2054	2057-2058	2061-2062	2065-2066	2069-2070	2073-2074	2077-2078	2081-2082	2085-2086	2089-2090	2093-2094	2097-2098	2101-2102	2105-2106	2109-2110	2113-2114	2117-2118	2121-2122	2125-2126	2129-2130	2133-2134	2137-2138	2141-2142	2145-2146	2149-2150	2153-2154	2157-2158	2161-2162	2165-2166	2169-2170	2173-2174	2177-2178	2181-2182	2185-2186	2189-2190	2193-2194	2197-2198	2201-2202	2205-2206	2209-2210	2213-2214	2217-2218	2221-2222	2225-2226	2229-2230	2233-2234	2237-2238	2241-2242	2245-2246	2249-2250	2253-2254	2257-2258	2261-2262	2265-2266	2269-2270	2273-2274	2277-2278	2281-2282	2285-2286	2289-2290	2293-2294	2297-2298	2301-2302	2305-2306	2309-2310	2313-2314	2317-2318	2321-2322	2325-2326	2329-2330	2333-2334	2337-2338	2341-2342	2345-2346	2349-2350	2353-2354	2357-2358	2361-2362	2365-2366	2369-2370	2373-2374	2377-2378	2381-2382	2385-2386	2389-2390	2393-2394	2397-2398	2401-2402	2405-2406	2409-2410	2413-2414	2417-2418	2421-2422	2425-2426	2429-2430	2433-2434	2437-2438	2441-2442	2445-2446	2449-2450	2453-2454	2457-2458	2461-2462	2465-2466	2469-2470	2473-2474	2477-2478	2481-2482	2485-2486	2489-2490	2493-2494	2497-2498	2501-2502	2505-2506	2509-2510	2513-2514	2517-2518	2521-2522	2525-2526	2529-2530	2533-2534	2537-2538	2541-2542	2545-2546	2549-2550	2553-2554	2557-2558	2561-2562	2565-2566	2569-2570	2573-2574	2577-2578	2581-2582	2585-2586	2589-2590	2593-2594	2597-2598	2601-2602	2605-2606	2609-2610	2613-2614	2617-2618	2621-2622	2625-2626	2629-2630	2633-2634	2637-2638	2641-2642	2645-2646	2649-2650	2653-2654	2657-2658	2661-2662	2665-2666	2669-2670	2673-2674	2677-2678	2681-2682	2685-2686	2689-2690	2693-2694	2697-2698	2701-2702	2705-2706	2709-2710	2713-2714	2717-2718	2721-2722	2725-2726	2729-2730	2733-2734	2737-2738	2741-2742	2745-2746	2749-2750	2753-2754	2757-2758	2761-2762	2765-2766	2769-2770	2773-2774	2777-2778	2781-2782	2785-2786	2789-2790	2793-2794	2797-2798	2801-2802	2805-2806	2809-2810	2813-2814	2817-2818	2821-2822	2825-2826	2829-2830	2833-2834	2837-2838	2841-2842	2845-2846	2849-2850	2853-2854	2857-2858	2861-2862	2865-2866	2869-2870	2873-2874	2877-2878	2881-2882	2885-2886	2889-2890	2893-2894	2897-2898	2901-2902	2905-2906	2909-2910	2913-2914	2917-2918	2921-2922	2925-2926	2929-2930	2933-2934	2937-2938	2941-2942	2945-2946	2949-2950	2953-2954	2957-2958	2961-2962	2965-2966	2969-2970	2973-2974	2977-2978	2981-2982	2985-2986	2989-2990	2993-2994	2997-2998	3001-3002	3005-3006	3009-3010	3013-3014	3017-3018	3021-3022	3025-3026	3029-3030	3033-3034	3037-3038	3041-3042	3045-3046	3049-3050	3053-3054	3057-3058	3061-3062	3065-3066	3069-3070	3073-3074	3077-3078	3081-3082	3085-3086	3089-3090	3093-3094	3097-3098	3101-3102	3105-3106	3109-3110	3113-3114	3117-3118	3121-3122	3125-3126	3129-3130	3133-3134	3137-3138	3141-3142	3145-3146	3149-3150	3153-3154	3157-3158	3161-3162	3165-3166	3169-3170	3173-3174	3177-3178	3181-3182	3185-3186	3189-3190	3193-3194	3197-3198	32

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307th Air Refueling Sqdn, 307th Bomb Wing (H), 1 - 31 January 1956

HEADQUARTERS
307TH BOMBARDMENT WING (H)
Lincoln Air Force Base
Lincoln, Nebraska

AIR TRAINING REPORT FOR JANUARY 1956 (RCS: 4-SAC-T12)

PART IV: Wing Commander's Remarks

7 January 1956

1. While the proportion of SAC Reg 50-8 training accomplished is slightly below one third (28.2%), this is a reflection of the hours flown for this period. This also reflects the amount of time utilized in support of the conversion training of this wing. Much of the training accomplished during this support is not creditable under SAC Reg 50-8, although of value as training.

2. The shortage of heaters and ground power equipment has been a handicap to this wing during this month's severe weather. This is however, largely a local problem upon which aggressive action is being taken. A study of equipment requirements against authorization and availability is being made. Action to modify current authorization will be taken, if it appears justified.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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307th Air Refueling Sqn, 307th Bomb Wing (M), 1 - 31 January 1956.

HEADQUARTERS
307TH AIR REFUELING SQUADRON (M)
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

307ARS

3 February 1956

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCS: 4-SAC-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base
Lincoln, Nebraska

PART V - Squadron Commander's Remarks.

a. Hours flown performing missions ordered by:

1. Higher Headquarters: None.
2. Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	Air Force Regulation 60-2	Concurrent with other flying.	
2	Non-Ready Crew Training	30:00	45:00
3	Combat Ready Crew Training	522:00	410:00
4	Staff Proficiency	12:00	12:00
	TOTAL -	564:00	469:00
	TEST -	12:00	11:00
	GRAND TOTAL -	576:00	469:00

The following explanation is made of significant differences between programmed and accomplished flying time.

- (a) Reference Priority 1: No significant difference.
- (b) Reference Priority 2: 30:00 hours programmed for non-ready crew training due to IM-24 and IM-25 being programmed for upgrading on the 16 Jan 56 and 6 Jan 56 respectively. These crews were not upgraded until 24 Jan 56 resulting in an overage of 15:00 hours.
- (c) Reference Priority 3: 51:10 hours lost due to local weather, 30:00 hours lost due to test of Operations Plan 10A-55 and 44-56 on 3 Jan 56, 31:00 hours lost due to maintenance aborts.

b. Weather or Local Conditions:

1. Time lost due to weather or local conditions; 51:10 hours
- In addition to time lost due to below minimum flying weather, severe local weather, below and near zero visibility, fog, snow and ice covered ramps had

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307th Air Refueling Squadron, 307th Bomb Wing (M), 1 - 31 January 1956.
 307ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (HCS: 4-SAC-T12)

resulted in loss of efficiency in the performance of maintenance personnel.

c. Restrictive Directives: None.

d. Combat Crew members gains and Losses:

1. Crew members gained:

(a) Flight Engineer: One (1).

2. Crew members lost:

(a) Navigators: Three (3).

(b) Flight Engineers: Two (2).

(c) Boom Operators: Four (4).

e. Crew Members Changes:

1. Navigators: Two (2)

2. Flight Engineers: One (1).

3. Boom Operators: Four (4).

f. New Crews: None.

g. Crew status Changes:

1. Number of combat ready crews assigned: (20) Twenty, T01, T03, T04, T05, T06, T07, T08, T09, T10, T11, T12, T14, T17, T18, T19, T20, T22, T23, T24, T25.

2. Number of Non-Combat Ready Crews Assigned: One (1), DM13 downgraded 16 Jan 56.

3. Not applicable to Air Refueling Squadrons.

4. Number of non-combat ready crew assigned to the 307th Air Refueling Squadron: One (1). Proposed date of upgrading of this crew:

CREW	DATE
(a) IM-13	1 May 1956

(1) Reference (a): Crew IM-13 check out complete except for engineer. The engineer failed the AFSC upgrading exam and is scheduled for re-examination the next cycle.

h. Standardization Crews:

1. Wing Standardization crew: T01.

2. Assistant Wing Standardization crew: T-11.

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307th Air Refueling Sqdn, 307th AFB, Max (H), 1 - 31 January 1956.
 307MRS, Subj: Sqn Comdr's Remarks Refueling Air Tm Report (RCS: A-SAC-T12)

i. Material and Personnel Problems:

1. Material Problems:

- (a) A shortage of incommission aircraft ground heaters has greatly reduced the maintenance capability of this organization.

2. Personnel Problems:

- (a) The losses of qualified personnel in the last two (2) months has greatly reduced the effectiveness of this organization until replacements are trained.

j. SAC Minimum Training Requirements:

1. SAC 50-G accomplishments 28.3% completed.

k. Non-Combat Ready crews capable of deploying:

1. IM-13.

l. Non-Ready crew Training:

1. Comparison of available, ready and non-ready crew flying time:

<u>CREWS AVAILABLE</u>	<u>AVERAGE TIME PROGRAMMED</u>	<u>AVERAGE TIME ACCOMPLISHED</u>
19 Com at Ready	27:30	24:00
2 Non-Combat Ready	30:00	22:30

2. Flying program was based on 19 combat ready crew and 2 non combat ready crews. IM-13 scheduled to be down graded 16 January 1956. IM-24 scheduled to be upgraded 16 Jan 56, IM-25 scheduled to be upgraded 6 Jan 56.

3. Individual Crew member training:

<u>CREW MEMBER</u>	<u>IM13</u>	<u>IM24</u>	<u>IM25</u>
Aircraft Commander	2:10	26:35	27:30
Pilot	2:10	23:50	23:30
Observer	2:10	32:20	23:30
Flight Engineer	21:15	41:40	21:00
Radio Operator	21:00	21:50	23:30
Boom Operator	2:10	29:55	29:30
Assistant Boom Operator		27:05	

* Crew 13 flew 10:00 hours as a ready crew.

m. Deleted

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307th Air Refueling Squadron, 307th Bomb Wing (M), 1 - 31 January 1956.
307AFS, Subj: Sqdn Comdr's Remarks Refueling Air Log Report (PSS: 4-JAG-T12)

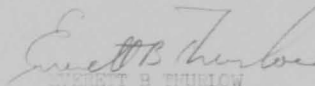
n. Field Training Operations:

1. EMT test: on 3 Jan 56 a test of Operations Plans 10A-55 and 44-56 was conducted. All available crews reported to operation and a complete test of the plan, including fuelling of aircraft, was accomplished.

o. Special Training month remarks (Not Applicable).

p. Comments or recommendation of the squadron commander:

1. A critical shortage of incommission ground power equipment for aircraft ground operations has resulted in several late take-offs and greatly hampered both ground and flight crew personnel in accomplishing scheduled missions.


EVERETT B. THURLOW
Lt Col, USAF
Commander

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(When Filled In)

REFUELING AIR TRAINING REPORT - PART I										UNIT 307th Air Refueling Squadron		MONTH January		PAGE NO. 1		NO. OF PAGES 3		REPORTS CONTROL SYMBOL 4-5AC-T12																				
A. GENERAL				B. RENDEZVOUS			C. REFUELING										D. NAVIGATION								E. CREW PROF.													
1	2	3	4	5		6	7		8										9								10								11		12	13
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 20 OR 68		AN/APN 12 OR 76	AN/APN-11 OR AN/APX-6		REFUELINGS										DRY HOOK-UPS								NIGHT CELESTIAL								OTHER LEGS		EMERGENCY PROCEDURE	MONTH COMPLETED LAST STANDARDIZATION CHECK
				ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	REST	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID	CEL.	RADAR	PRESSURE PATTERN										
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42		
T01	KC097	04	20	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	JUL		
T11	KC097	02	04	-	-	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	AUG
T03	KC097	06	15	-	-	01	01	-	-	02	02	02	02	-	-	-	-	01	01	01	01	-	-	03	03	02	-	-	-	-	01	-	01	-	-	02	JUL	
T04	KC097	03	10	-	-	03	03	-	-	01	01	01	01	-	-	-	-	-	01	01	-	-	06	03	-	-	-	-	-	-	-	-	-	-	-	01	AUG	
T05	KC097	03	16	-	-	-	-	-	-	01	01	01	01	-	-	-	-	01	01	-	-	-	03	03	-	-	-	-	-	-	-	-	-	-	-	01	OCT	
T06	KC097	04	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	04	-	02	-	01	JUL		
T07	KC097	05	31	-	-	01	01	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	26	26	02	12	-	-	-	-	03	-	01	-	-	03	SEP	
T08	KC097	07	34	-	-	01	01	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	45	45	10	12	12	-	-	-	03	02	01	01	-	03	AUG	
T09	KC097	05	26	-	-	-	-	02	02	03	03	03	03	-	-	-	-	03	03	01	01	-	-	35	35	09	-	-	-	-	01	01	-	01	-	02	JAN	
T10	KC097	03	19	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	02	-	-	-	-	-	-	-	01	01	-	02	JAN		
T12	KC097	05	20	-	-	01	01	01	01	04	04	04	04	-	-	-	-	03	03	02	02	-	-	20	20	04	-	-	-	-	01	-	-	-	01	SEP		
T14	KC097	07	29	-	-	-	-	-	-	02	02	02	02	-	-	-	-	01	01	01	01	-	-	32	32	06	-	-	-	-	01	02	-	-	-	03	OCT	
T17	KC097	-	-	-	-	01	01	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	16	16	02	03	-	-	-	-	02	02	01	-	02	-	SEP	
T18	KC097	02	12	-	-	01	-	01	01	01	01	01	01	-	-	-	-	01	01	01	01	-	-	14	14	10	-	-	-	-	01	-	-	-	-	02	NOV	
T19	KC097	07	43	-	-	04	03	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	36	36	01	06	12	-	-	-	03	02	-	01	02	03	SEP	
T20	KC097	06	40	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14	-	-	-	-	-	-	01	-	01	-	01	OCT		

SAC 36

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REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																								
										307th Air Refueling Squadron	January	2	3	4-SAC-112																								
A. GENERAL				B. RENDEZVOUS			C. REFUELING										D. NAVIGATION					E. CREW PROF.																
1	2	3	4	5	6	7	8										9					10					11		12	13								
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 48		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-6		REFUELINGS										NIGHT CELESTIAL					OTHER LEGS					EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK							
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	REST	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	ONLY HOOK-UPS	CIRCULAR ERRORS					NO. OF LESS	DAY CEL.	GRID	RESUME PATTERN												
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42		
T22	KC97	05	31	--	--	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	18	19	03	07	--	--	--	02	03	01	01	--	02	
T23	KC97	05	26	--	--	02	01	01	01	02	03	03	03	--	--	--	--	01	01	01	01	--	--	--	--	25	27	03	--	--	--	--	03	03	--	01	02	02
T13	KC97	02	10	--	--	01	01	--	--	02	02	02	04	--	--	--	--	02	02	01	01	--	--	--	--	06	06	--	--	--	--	--	--	--	--	02	02	
T24	KC97	01	06	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	02	
T25	KC97	01	06	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	02	
SUB TOTAL		05	05	--	--	01	16	03	07	23	24	23	23	--	--	--	--	13	13	09	09	--	--	--	--	104	104	57	40	04	--	--	18	20	04	18	04	04
TOTAL		05	414	--	--	22	16	07	05	24	24	24	24	--	--	--	--	13	13	09	09	--	--	--	--	317	317	57	40	04	--	--	18	20	04	18	04	04
XXXX		05	45	--	--	02	02	--	--	02	03	03	03	--	--	--	--	--	--	--	--	--	--	--	--	62	62	--	--	--	--	02	03	01	03	01	--	
COMBAT READY PRACTICE		--	--	--	--	01	01	--	--	26	26	26	26	--	--	--	--	04	04	03	03	--	--	--	--	--	--	--	--	--	--	02	--	04	--	--	--	
NON COMBAT READY PRACTICE		--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	32	32	--	--	--	--	01	01	02	01	02	--	
SUB TOTAL		05	45	--	--	03	03	--	--	29	29	29	29	--	--	--	--	04	04	03	03	--	--	--	--	94	94	--	--	--	--	03	06	03	08	03	--	

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REFUELING AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																		
										307th Air Refueling Squadron		January		3		3		4-000-112																		
A. GENERAL				B. RENDEZVOUS			C. REFUELING										D. NAVIGATION					E. CREW PROF.														
1	2	3	4	5	6	7	8										10					11		12	13											
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 88		AN/APN-11 OR AN/APX-8	REFUELINGS										NIGHT CELESTIAL					OTHER LEGS		MONTH COMPLETED LAST STANDARDIZATION CHECK												
				ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	REST	RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	DRY HOOK-UPS	CIRCULAR ERRORS						NO. OF LEGS	DAY CEL	GRID	CEL. RADAR	PRESSURE ALTITUDE	EMERGENCY PROCEDURE						
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42
B713	B50D			AC X	02	1 X	02	FE X	20	00 X	03																									
B704	B50D			AC X	02	1 X	02	FE X	42	00 X	30																									
B725	B50D			AC X	02	1 X	02	FE X	21	00 X	00																									
TOTAL																																				
ALL TIME																																				

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REFUELING AIR TRAINING REPORT - PART II														UNIT		MONTH		PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL													
														307th Air Refueling Squadron		January		1	3	4-SAC-T12													
G. CRUISE CONTROL														I. PILOT PROFICIENCY										J. KC-97 CREWS		K. MISCELLANEOUS							
14. CREW NUMBER														17. SIMULATOR COURSE										25. LOADINGS		28. PRE-CONDUCT				31. MISCELLANEOUS			
15. PERFORMANCE INDEX														18. TAKE-OFFS										26. PASSENGER		32. PILOT PRO							
16. MISSIONS														19. LANDING										27. PASSENGER		33. PILOT PRO							
17. TOTAL														20. GCA										28. PASSENGER		34. PILOT PRO							
18. TOTAL														21. ILAS										29. PASSENGER		35. PILOT PRO							
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171. TOTAL														174. TOTAL										182. PASSENGER		188. PILOT PRO							
172. TOTAL														175. TOTAL										183. PASSENGER		189. PILOT PRO							
173. TOTAL														176. TOTAL										184. PASSENGER		190. PILOT PRO							
174. TOTAL														177. TOTAL										185. PASSENGER		191. PILOT PRO							
175. TOTAL														178. TOTAL										186. PASSENGER		192. PILOT PRO							
176. TOTAL														179. TOTAL										187. PASSENGER		193. PILOT PRO							
177. TOTAL														180. TOTAL										188. PASSENGER		194. PILOT PRO							
178. TOTAL														181. TOTAL										189. PASSENGER		195. PILOT PRO							
179. TOTAL														182. TOTAL										190. PASSENGER		196. PILOT PRO							
180. TOTAL														183. TOTAL										191. PASSENGER		197. PILOT PRO							
181. TOTAL														184. TOTAL										192. PASSENGER		198. PILOT PRO							
182. TOTAL														185. TOTAL										193. PASSENGER		199. PILOT PRO							
183. TOTAL														186. TOTAL										194. PASSENGER		200. PILOT PRO							
184. TOTAL														187. TOTAL										195. PASSENGER		201. PILOT PRO							
185. TOTAL														188. TOTAL										196. PASSENGER		202. PILOT PRO							
186. TOTAL														189. TOTAL										197. PASSENGER		203. PILOT PRO							
187. TOTAL														190. TOTAL										198. PASSENGER		204. PILOT PRO							
188. TOTAL														191. TOTAL										199. PASSENGER		205. PILOT PRO							
189. TOTAL														192. TOTAL										200. PASSENGER		206. PILOT PRO							

FORM 36a PREVIOUS EDITIONS ARE OBSOLETE. 6C-1882 Air Force - SAC, Offutt O-614(1) (When Filled In) CONFIDENTIAL

SAC 196 36a PREVIOUS EDITIONS ARE OBSOLETE.

6C-188Z

Air Force - SAC, Offutt O-614/15

Other: Filled In

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1-29 February 1956

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Nebraska

307DOT

6 March 1956

SUBJECT: Wing Commander's Remarks, 1 - 29 February 1956 (4-30C-T12)

TO: Commander
Eighth Air Force
Wurtsmith Air Force Base
Michigan

PART VI - Wing Commander's Remarks

1. This squadron has been heavily committed to supporting the SAC Reg 51-19 check-out program for this wings B-47 crews. These Air Refueling check-out sorties require extended "pattern" time with one or more receivers which preclude the accomplishment of desired SAC Reg 50-8 training. The net result of this is to retard the 50-8 program of this squadron.

2. Airborne Radio Operators 293X2: The Wing is authorized thirty (30) Radio Operators on KC-97 crews and presently has thirty-seven (37) assigned, of which (14) of the thirty-seven (37) are due for separation between March and December, which will bring the manning down to twenty-three (23) Radio Operators. Since this Wing will build to thirty (30) crews, the lack of seven (7) Radio Operators will be a limiting factor.

3. Required propeller modifications on the KC-97 aircraft pose a major problem to this Wing at this time, and can seriously jeopardize the month's flying program of the entire Wing (due to refueling requirements). A base wide shortage of propeller mechanics AFSC 42171-51, allows the 307th only enough skilled personnel to care for day to day propeller maintenance requirements. Modifications in progress impose an additional burden that cannot be met without outside help. This has been brought to the attention of 8th AF and AHC (OCAMA). To date, no satisfactory solution has been assured.

a. Propeller modifications involved are:

- (1) 3H1-11-503 - Low Blade Angle Change
- (2) 3H1-11-505 - Inspection of Blade Control Switch
- (3) 3H1-11-507 - Installation of Shot Peene Segmental Gears
- (4) 3H1-11-509 - Installation of Blade Seals (Cold WEA OPS)
- (5) 1C-1-517 - Resistance and Inspection Check

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7th ABSES, 307th Bomb Wing (M), 307DST, Subj: Wing Comdr's Remarks 1-29
February 1956 (4-SAC-T12)

- (6) 3HA1 - 1 - 502 - Inspection of Rework of Hamilton Standard
Steel Type Blades

Louis G Thorup

LOUIS G THORUP
Colonel, USAF
Commander

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1224

307th Air Refueling Sqn, 307th Bomb Wing (M), 1 - 29 February 1956.

HEADQUARTERS
307TH AIR REFUELING SQUADRON (M)
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

307ARS

3 March 1956

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCS: 4-SAG-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base
Lincoln, Nebraska

PART V - Squadron Commander's Remarks.

a. Hours Flown performing missions ordered by:

1. Higher Headquarters:

	HOURS PROGRAMMED	HOURS ACCOMPLISHED
a. Operation Swan Dive	184:30	204:10
b. Operation Chuck Wagon	0:00	37:45

(1) Reference Commitment:

(a) Commitment change during operation Swan Dive accounted for flying time exceeding hours programmed. Of the total hours accomplished 42:05 were flown by aircraft and crews from the 26th AREFS from Westover AFB.

(b) Commitment not received in time to include requirement in flying program

2. Eight Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1	Air Force Regulation 60-2	Concurrent with other flying.	
2	Non-Ready Crew Training	15:00	4:20
3	Combat Ready Crew Training	527:00	506:35
4	Staff Proficiency	12:00	20:45
5	Ferrying of Aircraft	0:00	5:30
	TOTAL -	554:00	537:10
	TEST -	12:00	13:55
	GRAND TOTAL -	566:00	551:05

The following explanation is made of significant differences between programmed and accomplished flying time.

(a) Reference Priority 2: Flown in conjunction with other Missions.

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 29 February 1956.

REPORT, Subj: Sqdn Commander's Remarks Refueling Air Task Report (ATR: 4-1-12)

- (b) Reference Priority 2: Flown less than programmed because the co-pilot was DMIF for entire month.
- (c) Reference Priority 3: Flown less than programmed due to local weather conditions.
- (d) Reference Priority 4: Over flew programmed time due to RON at Altus AFB, because of Weather at Lincoln AFB.
- (e) Reference priority 5: Return flights on missions diverted for weather.
- b. Weather or Local Conditions:
 - 1. 30:00 hours lost due to terminal weather below minimums.
- c. Restrictive Directives:
 - 1. None.
- d. Combat Crew Member Gains and Losses:
 - 1. Crew Members Gained:
 - (a) Navigators: Five (5).
 - (b) Flight Engineers: Eight (8).
 - 2. Crew Members Lost:
 - (a) Flight Engineers: Three (3) PCA
 - (b) Assistant Boom Operators: Three (3) Discharged.
 - (c) Radio Operators: One (1) Discharged.
- e. Crew members changes:
 - 1. Flight Engineers: Three (3).
 - 2. Radio Operators: One (1).
- f. New crews:
 - 1. None.
- g. Crew Status Changes: None.
 - 1. Number of combat ready crew assigned: (20) Twenty, T01, T03, T04, T05, T06, T07, T08, T09, T10, T11, T12, T14, T17, T18, T19, T20, T22, T23, T24, T25.
 - 2. Number of non-combat ready crews assigned: One (1), IM13, Downgraded 16 Jan 56.
 - 3. Not applicable to Air Refueling squadrons.
 - 4. Number of non-combat ready crew assigned to the 307th Air Refueling Squadron: One (1). Proposed date of upgrading of this crew:

(a) CREW DATE
IM-13 1 May 1956

2. CONFIDENTIAL 60-2126
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307th Air Refueling Squadron, 307th Bomb Wing (M), 1 - 29 February 1956.
 307ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report(RCS: 4-SAC-T12)

- (1) Reference (a): Crew DM13 check out complete except for engineer. The engineer failed the AFSC upgrading exam and is scheduled for re-examination the next cycle.

b. Standardization Crews:

1. Wing Standardization Crew: T-01.
2. Assistant Wing Standardization Crew: T-11.

i. Material and Personnel Problems:

1. Material:

- (a) None.

2. Personnel:

- (a) The shortage of qualified propeller specialists has become increasingly serious. The man hour requirement to accomplish propeller technical order compliance number 502 has resulted in an unusually heavy work load in this section of the Field Maintenance squadron reducing their capability to adequately support daily requirements.

j. SAC Minimum Training Requirements:

1. The squadron completed 29% of the quarterly SAC Regulation 50-8 training requirements during the month. This resulted in a quarterly aggregate of 57.3%. The accomplishment of a higher per cent of 50-8 training was prevented by the expenditure of 199:45 hours on missions directed by higher headquarters and the requirement to fly a large number of Air Refueling missions in support of the 307th Bomb Wing B-47 refueling check out program.

k. Non-Ready Crews Capable of Deploying:

1. DM-13.

l. Non-Ready Crew Training:

1. Comparison of available ready and non-ready crew flying time:

CREWS AVAILABLE	AVERAGE	AVERAGE
	TIME PROGRAMMED	TIME ACCOMPLISHED
20 Combat Ready	27:30	27:00
1 Non-Combat Ready	15:00	4:20

2. Crew DM-13 did not receive a proportionate share of the programmed integral crew flying time due to the pilot being DNIF for the entire month. The flight engineer is the only crew member not checked out and he accomplished 34:35 hours of flying training for a quarterly aggregate of 55:50 hours:

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 29 February 1956
 307ARS, Subj: Sqn Cdr's Remarks Refueling Air Trg Report (RCSI 4-SAC-T12)

3. Individual crew member training:

<u>TRAINING</u>	<u>HM-13</u>
Aircraft Commander	4:20
Pilot	WIF
Observer	4:20
Flight Engineer	34:35
Radio Operator	4:20
Boom Operator	4:20

m. Deleted.

n. Field Training Operations:

1. Operation Swan Dive was flown in accordance with this organization's emergency war plan.

o. Special Training month remarks (Not Applicable)

p. Comments or recommendations of the Squadron Commander

1. None.

Everett B. Thupicw
 EVERETT B. THUPICW
 Lt Col, USAF
 Commander

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REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL NUMBER																							
A. GENERAL				B. RENDEZVOUS			C. REFUELING										D. NAVIGATION					E. CREW PROF.															
1	2	3	4	5	6	7	8										9					10					11		12	13							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 85		AN/APN 11 OR AN/APX-8	REFUELINGS										DRY HOOK-UPS		NIGHT CELESTIAL					OTHER LEGS		EMERGENCY PROCEDURE DRILL	MONTH COMPLETED LAST STANDARDIZATION CHECK										
				ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID	CEL. RADAR												
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T01	KC097	10	54	-	-	02	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	03	02	01	-	01	FEB
T11	KC097	07	27	-	-	-	-	-	-	02	02	02	02	-	-	-	-	01	01	01	01	-	-	18	18	-	-	-	-	-	-	-	-	-	-	-	AUG
T03	KC097	10	34	-	-	07	05	01	01	04	04	04	04	-	-	-	-	02	02	02	02	-	-	25	25	02	-	-	-	-	01	-	01	01	-	02	FEB
T04	KC097	07	33	-	-	06	04	-	-	05	05	05	05	-	-	-	-	03	03	01	01	-	-	102	102	-	-	-	-	-	-	01	02	02	-	02	FEB
T05	KC097	06	27	-	-	02	02	-	-	04	04	04	04	-	-	-	-	02	02	01	01	-	-	47	47	-	-	-	-	-	-	-	-	-	-	02	OCT
T06	KC097	11	42	-	-	01	-	01	01	05	04	04	04	-	-	-	-	03	03	03	03	-	-	66	66	03	12	-	-	-	02	05	01	04	01	05	N V
T07	KC097	08	42	-	-	04	02	02	02	02	02	02	02	-	-	-	-	01	01	-	-	-	-	37	37	02	12	-	-	-	02	-	01	-	-	03	JAN
T08	KC097	13	55	-	-	04	03	01	01	03	03	03	03	-	-	-	-	02	02	01	01	-	-	81	81	10	12	12	-	-	03	02	01	01	-	03	SEP
T09	KC097	14	60	-	-	02	02	03	03	06	06	06	06	-	-	-	-	04	04	02	02	-	-	73	73	05	09	-	-	-	02	02	-	02	01	02	AUG
T10	KC097	11	68	-	-	05	04	-	-	05	05	05	05	-	-	-	-	05	05	02	02	04	04	19	19	06	10	17	20	-	04	03	01	03	02	02	JAN
T12	KC097	10	40	-	-	02	02	01	01	07	07	07	07	-	-	-	-	04	04	03	03	-	-	58	58	04	-	-	-	-	01	01	-	-	-	01	SEP
T14	KC097	12	48	-	-	02	02	02	02	07	06	06	06	-	-	-	-	03	03	03	03	-	-	119	119	04	05	06	-	-	03	02	-	02	02	03	OCT
T17	KC097	02	10	-	-	02	02	01	01	05	05	05	05	-	-	-	-	03	03	-	-	01	01	45	45	02	03	-	-	-	02	02	01	-	02	01	SEP
T18	KC097	10	56	-	-	02	01	01	01	05	05	05	05	-	-	-	-	04	04	02	02	-	-	87	87	10	17	-	-	-	02	02	-	01	-	08	NOV
T19	KC097	12	63	-	-	05	03	-	-	04	03	03	03	-	-	-	-	02	02	01	01	01	01	46	46	01	03	06	12	-	04	03	01	02	02	03	SEP
T20	KC097	15	87	-	-	04	04	-	-	05	05	05	05	-	-	-	-	02	02	04	04	-	-	54	54	02	-	-	-	-	01	03	-	02	02	01	OCT

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REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																							
										30th Air Refueling Squadron	February		2	4-200-222																							
A. GENERAL				B. RENDEZVOUS				C. REFUELING										D. NAVIGATION					E. CREW PROF.														
1	2	3	4	5	6	7	8										9					10					11		12	13							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 68		AN/APN 12 OR 76		AN/APN-11 OR AN/APN-6		TOTAL		WITH BOMBER		WITH FIGHTER		REST		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER		DRY HOOK-UPS		NIGHT CELESTIAL					OTHER LEGS		MONTH COMPLETED LAST STANDARDIZATION CHECK				
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5	NO. OF LEGS	DAY CEL.		GRID	CEL.	RADAR	PRESSURE
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T22	KC097	11	58	-	-	05	04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	19	03	07	-	-	-	02	03	01	02	-	02	DEC
T23	KC097	08	38	-	-	04	01	03	03	06	06	06	06	-	-	-	-	03	03	03	03	-	-	64	64	08	-	-	-	-	01	03	-	02	02	03	SEP
*T13	KC097	02	10	-	-	01	01	-	-	02	02	02	02	-	-	-	-	02	02	01	01	-	-	08	08	-	-	-	-	-	-	-	-	-	-	02	DEC
T24	KC097	09	51	-	-	03	03	-	-	02	01	01	01	-	-	-	-	01	01	-	-	-	-	103	103	-	-	-	-	-	-	-	-	-	-	03	DEC
T25	KC097	06	29	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	05	05	-	-	-	-	-	-	-	01	-	04	JAN	
SUB TOTAL	-	177	851	-	-	61	45	16	16	78	73	73	73	-	-	-	-	47	47	29	29	06	06	1058	1058	62	90	41	32	-	30	32	10	25	14	52	-
NON-COMBAT READY SUB TOTAL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
GRAND TOTAL	-	174	932	-	-	63	46	16	16	81	76	76	76	-	-	-	-	49	49	31	31	06	06	1076	1076	62	90	41	32	-	30	35	12	26	14	53	-
COMBAT READY PRACTICE SUB TOTAL	-	06	49	-	-	02	02	-	-	03	03	03	03	-	-	-	-	-	-	-	-	-	-	70	70	-	-	-	-	-	02	03	01	03	01	-	-
NON-COMBAT READY PRACTICE SUB TOTAL	-	-	-	-	-	01	01	-	-	80	80	80	80	-	-	-	-	23	23	22	22	-	-	-	-	-	-	-	-	-	02	-	06	-	-	-	
GRAND TOTAL	-	06	49	-	-	03	03	-	-	97	97	97	97	-	-	-	-	33	33	22	22	-	-	306	306	-	-	-	-	-	03	06	03	10	03	-	-

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REFUELING AIR TRAINING REPORT - PART I

UNIT: *37th Air Refueling Squadron* MONTH: *January* PAGE NO.: *60* NO. OF PAGES: *126* REPORT CONTROL SYMBOL: *AFM-100-100-100*

A. GENERAL				B. RENDEZVOUS			C. REFUELING														D. NAVIGATION										E. CREW PROF.										
1	2	3	4	5	6	7	8														9										12	13									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 88		AN/APN-11 OR AN/APN-4	REFUELINGS														NIGHT CELESTIAL										OTHER LEGS		MONTH COMPLETED LAST STANDARDIZATION CHECK								
				ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	DRY HOOK-UPS	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID	CEL.	RADAR	PRESSURE ALTITUDE	EMERGENCY PROCEDURE												
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89-90	91-92	93-94	95-96	97-98	99-100
IM13	KC097			AC X 4	N X 4	F E	05%	35	BC X 4																																
* IM24	KC097			AC X 27	N X 32	F E X	42	BO X 30																																	
* IM25	KC097			AC X 28	N X 24	F E X	21	BO X 30																																	
TOTAL ALL TUG		200	981	-	-	66	49	16	16	178	173	173	-	-	-	-	82	82	53	53	06	06	1382	1382																	
* INDICATES ENTRIES MADE ON JANUARY REPORT																																									

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HEADQUARTERS
SIXTH AIR DIVISION (HAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Orders Number 25

18 January 1956

SUBJECT: Temporary Duty Orders

TO: Personnel Concerned

1. FROM, ORIGIN HHC, this STA, WP on or AFT 19 JAN 56 FR this STA to Westover AFB, HHC, CIPAP, on TDY for APPROX 3 days for the purpose of briefing on mission "Moon Drive", (DPMO) & UCMR proper CHW this STA. PERM are cleared for access to CLASS up to & INC TOPSEC for this PD of TDI. TDI BY TDI 1001 17 JAN 56. TDI 5763400 067-6700 145-02 825-603. AUTH. AFR 35-52, SAC REG 35-12, & CDR 35-17. MIL ADPT DIR WHEN AVAIL. ORDER CIPAP 12 JAN 56.

4
4
1. MAJ LOUIS S. BROWN, 1904, 370th BOMB
1. MAJ KENNETH BROWN JR, 3003331, DO
1. MAJ GERALD P. BOTTEN, 3003331, DO
1. MAJ WILLIAM T. BOTTEN, 3003331, DO
1. CAPT CLAYTON I. BOTTEN, 3003331, DO
1. CAPT PHILIP A. MAXWELL JR, 3003331, 307th BOMB
1. MAJ RICHARD W. BROWN, 3003331, DO
1. MAJ CARROLL A. BROWN, 3003331, DO
1. TECHNICAL SGT CLAYTON C. BROWN, 3003331, DO
1. TECHNICAL SGT CLAYTON C. BROWN, 3003331, DO
1. STAFF SGT ALVIN S. BROWN, 3003331, DO
1. 1/IC RICHARD L. BROWN, 3003331, 307th BOMB
1. 1/IC ARTHUR R. BROWN, 3003331, DO
1. CAPT JAMES A. BROWN, 3003331, 307th BOMB

2. GROUP 1, LTR 743, THIS HQ, 3 NOV 55, relating to TDI of MAJ PERRY W. BROWN, 3003331, Det 28, 2nd BOMB, this STA, to Lakewood AFB, United Kingdom, as reads: "HQ 28th BOMB", INTR "Det 28, 2nd BOMB", 3003331.

3. The WOC on 17 JAN 56 DIR WFL, ORIGIN HHC, this STA, to POC at 17 JAN 56 FR this STA to Altus AFB, OKLA, CIPAP, on TDY for APPROX 2 days for the purpose of RES due to weather, (DPMO) & UCMR proper CHW this STA. PERM are cleared for access to CLASS up to & INC TOPSEC for this PD of TDI. TDI BY TDI 1001 17 JAN 56. TDI 5763400 067-6700 145-02 825-603. AUTH. AFR 35-52, SAC REG 35-12, & CDR 35-17. MIL ADPT DIR WHEN AVAIL.

MAJ WILLIAM R. BROWN, 15856A, 370th BOMB
CAPT JOSEPH W. BROWN, 3003331, DO
CAPT WILLIAM D. BROWN, 3003331, DO
CAPT JACK A. BROWN, 3003331, 370th BOMB

14

1 2 3 5

4. The VOC on 16 JAN 56 DIR FMOA, 370th BOMBON, this STA, to PRO on 16 JAN 56 FR this STA to Altus AFB, OKLA, CIPAP, on TDY for APRX 2 days for the purpose of RON due to weather, (DPUC) & UCWR proper ORGN this STA, is CFM, ESPWO. PERS are cleared for access to CLAS MAT up to & INC CLNC as INDC for this PD of TDY. TDN 5763400 067-6700 P458-02 S25-605. MIL ACFT DIR WHEN AVAL. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

MAJ FRED C GUDENKIRK, AO679107
CAPT PAUL R TRUDEAU, AO768312
1STLT ROY E CLARK, AO1911548
STAFF SGT GERALD F MEISTER, AF12412895

TOPSEC
TOPSEC
TOPSEC
SECRET

BY ORDER OF THE COMMANDER:

T. J. Flannigan
T. J. FLANNIGAN
CWO(W-3) USAF
ASST ADJ

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HEADQUARTERS
816TH AIR DIVISION (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Orders Number 21

14 January 1956

SUBJECT: Temporary Duty Travel

TO : Personnel Concerned

A 1. LTCOL (2016) JESS F BAKER, AO659001, HQ 307th BOMWG, this STA, WP on or ABT 14 JAN 56 FR this STA to Keesler AFB, MISS, on TDY for APRX 7 days for the purpose of attending Staff OFF ECM Familiarization CRSE #ZZ302000, (DPUO) & UCWR proper ORGN this STA. This is a CRSE of INSTR. OFF W/REPT NLT 1300 HRS 16 JAN 56. Duration of CRSE: 4 TNG days. OFF is cleared for access to CLASS MAT up to & INC TOPSEC for this PD of TDY. MIL ACFT DIR WHEN AVAIL. TDN 5763400 064-4220 P443-02-03 S22-606. AUTH: AFR 35-52, SAC REG 52-3, 8th AFR 35-7, & 8th AF MSG PDP3 06138, 13 JAN 56.

2. FNO, ORGN INDC, this STA, WP on or ABT 16 JAN 56 FR this STA to Smoky Hill AFB, KANS, on TDY for PRM 3 days for the purpose of attending conference on mission "Swan Dive", (DPUO) & UCWR proper ORGN this STA. OFF are cleared for access to CLASS MAT up to & INC TOPSEC for this PD of TDY. MIL ACFT DIR WHEN AVAIL. TDN 5763400 067-6700 P458-02 S25-605. AUTH: AFR 35-12, SAC REG 35-19, & 8th AFR 35-7.

A LTCOL EVERETT B THURLOW, 1166A, 307th AREFS
CPT WILLIAM T KIMBERLIN, AO868018, HQ 307th BOMWG
1STLT RICHARD L FRUITT, AO2230976, 307th AREFS

BY ORDER OF THE COMMANDER:

Alfred P. Lista
ALFRED P LISTA
MAJ USAF
ADJ

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15

1237

Save!

a. j. j. j.

HEADQUARTERS
EIGHTH AIR DIVISION (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Orders Number 853

29 December 1955

SUBJECT: Temporary Duty Travel

TO : Personnel Concerned

1. CPM WOC on 14 May 55, SMOP 2, LTRO 326, this HQ CS, relating to TDY of STAFF SGT ORVILLE W EVANS, AF19432685, 98th A&EMAINTRON, this STA, to USAF TECH SCH, Lowry AFB, COLO, as reads: "on TDY for APRX 179 days", IATR: "on TDY for APRX 222 days", ESPWO.

2. COL (0066C) ERNEST C HARDIN JR, 8211A, HQ, 307th BOMWG, this STA, WP on or APT 22 JAN 56 FR this STA to Chanute AFB, ILL, on TDY for APRX 14 days for the purpose of attending Staff & COMDMS MAINT Management CRSE #4311 (DPUO) & UCWR proper ORGN, this STA. This is a CRSE of INSTR. OFF W/REPT to COMER 3345th TECHTRAGRU, NLT 1200 HRS 23 JAN 56 for class starting 24 JAN 56. Duration of CRSE: 8 TNG days. OFF is cleared for access to CLAS MAT up to & INC TOPSEC for this PD of TDY. MIL ACFT DIR IF AVAL. TDN 5763400 064-4210 PA43-02-03 S22-606. AUTH: AFR 35-52, SAC REG 52-3, 8th AFR 35-7, 8th AF MSG PDP3 21179, 13 OCT 55 & 8th AF MSG PDP3 26047, 19 DEC 55.

BY ORDER OF THE COMMANDER:

[Signature]
ALFRED P LISTA
MAJ, USAF
ALT

DISTRIBUTION:
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HEADQUARTERS
818TH AIR DIVISION (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Orders Number 78

17 February 1956

SUBJECT: Temporary Duty Travel

TO : Personnel Concerned

1. FNOA, ORGN INDC, this STA, WP on or ABT 19 FEB 56 FR this STA to Westover AFB, MASS, CIPAP, on TDY for APRX 5 days for the purpose of attending 8th AF CONF for Pace Setter III, (DPUO) & UCWR proper ORGN, this STA. PERS are cleared for access to CLAS MAT up to & INC TOPSEC unless otherwise INDC for this PD of TDY. TVL by MIL ACFT WHEN AVAL, OTHERWISE TVL BY T/R DIR. TDN 5763400 067-6700 P458-02 S25-605. AUTH: AFR 35-52, SAC REG 35-19, 8th AFR 35-7, & 8th AF MSG OD01B 6005, 4 FEB 56.

Δ COL LOUIS G THORUP, 1393A, HQ, 307th BOMWG
Δ LTCOL KARL Y BENSON JR, AO433451, DO
CAPT JOHN MESSER, AO929640, DO
CAPT STANLEY M NEWMAN, AO866277, DO
CAPT FRANK M GOETZ JR, AO749899, 371st BOMRON
STAFF SGT RAY F BOECHMER, AF17270538, 307th AREFS

SECRET

2. FNA, (43251) ORGN INDC, this STA, WP on or ABT 24 FEB 56 FR this STA to USAF TECH SCH, Sheppard AFB, TEX, on TDY for APRX 104 days for the purpose of attending CRSE #AA43271 (Reciprocating ENG TECH) (DPUO) & UCWR proper ORGN, this STA. This is a CRSE of INSTR. AMN W/REPT NLT 0800 HRS 27 FEB 56 for class starting 29 FEB 56. Duration of CRSE: 14 WKS. AMN are cleared for access to CLAS MAT up to & INC SECRET for this PD of TDY. MIL ACFT DIR WHEN AVAL. TDN 5763400 064-4250 P443-02-03 S22-606. AUTH: AFR 35-52, SAC REG 50-18, & 8th AFR 35-7.

A/1C CARL E NELSON, AF17377619, 98th FLDMAINTRON
A/2C JOSEPH D MOSER, AF14503907, 98th AREFS

3. PARA 2, LTRO 58, this HQ CS, relating to TDY of FNO, ORGN INDC, this STA, to 3750th TECH TNG GP, Sheppard AFB, TEX, is REVO.

CAPT ARTHUR H THOMS, AO670294, 344th BOMRON
CAPT EDWARD C DEWEY, AO1911473, 345th BOMRON
1STLT SAMUEL G RUBLE, AO943846, HQ 98th BOMWG

4. CAPT THADDEUS A BRAZYWCZY, AO2082365, 370th BOMRON, this STA, WP on or ABT 22 FEB 56 FR this STA to Smoky Hill AFB, KANS, CIPAP, on TDY for APRX 3 days for the purpose of attending OQ Gunnery SCH (DPUO) & UCWR proper ORGN this STA. OFF is cleared for access to CLAS MAT up to & INC TOPSEC for this PD of TDY. MIL ACFT DIR WHEN AVAL, OTHERWISE TVL BY T/R DIR. TDN 5763400 067-6700 P458-02 S25-605. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

5. FNA, 818th AFRON, this STA, WP on or ABT 21 FEB 56 FR this STA to Chanute AFB, ILL, CIPAP, on TDY for APRX 4 days for the purpose of returning to this STA STAFF SGT JESSE E WATSON, AFL13136741, 818th AFRON, this STA, who has been dropped FR the roles as a deserter, (DPUO) & UCWR proper ORGN this STA. AMN are cleared fo access to GLAS MAT up to & INC SECRET for this PD of TDY. TVL BY T/R DIR. AMN W/REPT to Base Confinement OFF, Chanute AFB, ILL. TDN 5763500 048-121 P593-02 999-999 (Pris) 5763500 048-123 P593-02 999-999 (Guards). AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

STAFF SGT DEAN A PALMER, AFL6404342

A/3C PHILIP H BROWN, AFL4570665

6. FNA, 818th AFRON, this STA, WP on or ABT 21 FEB 56 FR this STA to Fort Custer, MICH, CIPAP, on TDY for APRX 6 days for the purpose of returning to this STA A/B GORDEN J CULLEY, AFL1275809, 818th AFRON, this STA, & A/B THOMAS P WRIGHT, AFL6488643, 818th AFRON, this STA, who are in AMOL status, (DPUO) & UCWR proper ORGN this STA. AMN are cleared for access to GLAS MAT up to & INC SECRET for this PD of TDY. TVL BY T/R DIR. AMN W/REPT to Base Confinement OFF, Fort Custer, MICH. 5763500 048-121 P593-02 999-999 (Prisoners) 5763500 048-123 P593-02 999-999 (Guards). AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

A/1C DALE G HUDEC, AFL6410391

A/3C PHILIP E DANIELS, AFL1198004

7. CAPT CHARLES W BOULDON, AO703430, 345th BOMRON, this STA, WP on or ABT 24 FEB 56 FR this STA to Smoky Hill AFB, KANS, CIPAP, on TDY for APRX 3 days for the purpose of attending OQ Gunnery SCH (DPUO) & UCWR proper ORGN this STA. OFF is cleared for access to GLAS MAT up to & INC SECRET for this PD of TDY. MIL ACFT DIR WHEN AVAL, OTHERWISE TVL BY T/R DIR. TDN 5763400 067-6700 P458-02 325-605. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

8. 1STLT Z D STRICKLAND, AO2221634, 345th BOMRON, this STA, WP on or ABT 2 MAR 56 FR this STA to Smoky Hill AFB, KANS, CIPAP, on TDY for APRX 3 days for the purpose of attending OQ Gunnery SCH (DPUO) & UCWR proper ORGN this STA. OFF is cleared for access to GLAS MAT up to & INC TOPSEC for this PD of TDY. MIL ACFT DIR WHEN AVAL, OTHERWISE TVL BY T/R DIR. TDN 5763400 067-6700 P458-02 325-605. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

9. A/2C (43251) ALBERT BC DETHING IV, AFL22445490, 98th AREFS, this STA, WP on or ABT 25 FEB 56 FR this STA to 802nd ABGRU, Smoky Hill AFB, KANS, on TDY for APRX 15 days for the purpose of attending CRSE #R-4360-59 (SPECL F&O Reciprocating ENG Conditioning) (DPUO) & UCWR proper ORGN this STA. AMN is cleared for access to GLAS MAT up to & INC SECRET for this PD of TDY. AMN W/REPT to CAPT FRANK, COMDR KC-97-9 MOBIL DET, RM #26, BLDG #936, NLT 0800 HRS 27 FEB 56. MIL ACFT DIR WHEN AVAL. This is a CRSE of INSTR. Class starting DT 27 FEB 56. Duration of CRSE: 2 WKS. TDN 5763400 064-4700 P443-02-03 322-606. AUTH: AFR 35-52, SAC REG 50-18, & 8th AFR 35-7.

BY ORDER OF THE COMMANDER:


ALFRED P. NISTA
1st Lt, USAF
ADS

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1240

For Immediate Delivery To _____ REF PARA _____

HEADQUARTERS
818TH AIR DIVISION (SAC)
Lincoln Air Force Base, Nebraska

SPECIAL ORDERS)
NUMBER 45)

E X T R A C T

24 February 1956

15. 1STLT (DAFSC 7821) HARRY J HEPPE, AO2217195, having been ordered to extended active duty (OFF having VOL for active Military Service under the provisions of Section 6d(1), Public Law 759, 80th Congress as AMND by Public Law 51, 82nd Congress is relieved HQ CONAC (NARS) Air RES RE CEN, Denver 5, COLO, is ordered to extended active duty (Voluntary) in grade INDC for an INDEF PD) to 818th ADIV, PER LTRO 1582, as AMND by LTRO 1810, HQ, CONAC, Air RES RE CEN, Denver 5, COLO, is further ASG HQ, 818th ABGRU, REPT NLT 5 MAR 56. (ALMT SN: 048-103)(2 days TVL time) EFF LT OF DY: 4 MAR 56.

16. SNOP 6, SO 288, this HQ, 8 DEC 55, relating to APTD of test PLT, this STA, is AMND by INCL: "1STLT ELMER R. BROWN, AO933556, HQ, 307th BOMWG C-45".

17. FNO, ORGN INDC, this STA, are APTD MER of the Local Flying Evaluation BD IAW AFR 36-57 & 8th AFR 36-2. In the ABS of the DSG PRES and/or Recorder the SR MER present at the meeting w/act as PRES & the JR MER present w/perform the DY of the recorder. 3 rated voting OFF w/B required to constitute a quorum. All unfinished business in the hands of the BD APTD by PARA 20, SO 70, this HQ, 23 MAR 55, w/B handled by this BD.

COL ERNEST C HARDIN JR, 8211A, HQ 307th BOMWG	SR PLT (PRES)
COL DON W BAILEY, 7564A, HQ 98th BOMWG	SR PLT
COL ROBERT W CHRISTY, AO421045, HQ 307th BOMWG	SR PLT
COL CHARLES E ENGLEHART, 19130A, 98th TAC HOSP	FLT SURG
LTCOL RUSSELL J GREENE, 6060A, 98th PERMAINTRON	OBSR
LTCOL WAYNE J SEWARD, 7583A, HQ 98th BOMWG	SR PLT
MAJ WILLIAM R DAVIS, AO792534, 818th INSTLRON	SR PLT
MAJ EARL C DILLINGHAM JR, AO676574, 818th ADIV	SR OBSR
MAJ CHARLES D WARK, AO802222, 818th ABGRU	SR PLT (Recorder)
1STLT DONALD C NIEDERLUECKE, AO3001184, 307th TAC HOSP	AME

18. 1STLT (DAFSC 6424) JAMES J HUMPHREY, AO1907714, having been ASG FR 6000th PERPRON, APO 959, to 818th ADIV, this STA, PER PARA 2, SO 22, HQ 6000th PERPRON, APO 959, is further ASG HQ 818th ABGRU, REPT NLT 12 MAR 56. (ALMT SN: 048-132)(30 DALVP, 7 days TVL time) EDCSA, 4 MAR 56.

19. CFM VOC on 23 FEB 56, FNA, ORGN INDC, this STA, are AUTH to RAT SEP EFF 23 FEB 56.

STAFF SGT IRVIN R BEHNEY, AF13280141, HQ 818th ABGRU
A/1C GAIL L FULLER, AF12381380, 818th APRON
STAFF SGT WILLIAM A KING, AF13328016, 818th FDSVRON
A/2C WILLIAM C RILEY, AF14270836, 818th FDSVRON

20. MSGT LEONARD M BATEY, AF16001801, having REENL in the REGAF for a PD of four (4) YRS on 24 FEB 56, ASG HQ 307th BOMWG, SAC, this STA. PG (E-7) DOR 1 DEC 54. AUTH: CHAP 4, PARA 37 & 40 AFM 39-9, 1 DEC 54. AMN AUTH to RAT SEP UP AFR 24-1.

21. A/IC WILMER D OGLE, AF17259894, having REENL in the REGAF for a PD of six (6) YRS on 24 FEB 56, ASG 818th FDSVRN, SAC, this STA. PG (E-4) DOR 18 JUN 51. AUTH: CHAP 4, PARA 37, AFM 39-9, 1 DEC 54. AMN AUTH to RAT SEP UP AFR 24-1.

22. A/IC WILMER D OGLE, AF17259894, 818th FDSVRN, SAC, this STA, is PROM to the TEMP GR of STAFF SGT (E-5) with DOR 1 OCT 52. AUTH: CHAP 4, PARA 40, AFM 39-9, 1 DEC 54.

23. MSGT (UAFSC 43171B) LEONARD M BATEY, AF16001801, is REL LY & ASGMT HQ 307th BOMWG, (818th ADIV-8th AF-SAC), this STA & ASG HQ 3010th COMBAT CREW TNGWG, (ATRC), Randolph AFB, TEX, RUAT COMDR NLT 1 APR 56. TPA W/4 days TVL time AUTH. If POV is not used TVL time W/B time of common CARR used. 30 DALVP as REENL LV. WP PCA TDN 5763500 048-102 P531.2-02 S99-999 5763500 048-141 P531.11-02-03 S99-999. Dislocation ALWS-Other: 5763500 048-246 P514-01 S99-999. AUTH: AFM 35-11, SAC REG 35-12, 8th AFR 35-7 & HED USAF MSG AFPMP 851/54, 19 AUG 54. EDCSA: 16 MAR 56.

24. STAFF SGT JOHN W MC COID, AF26244839, 818th OPRN, this STA, is AUTH to RAT SEP EFF 24 FEB 56.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ALFRED P LISTA
MAJ, USAF
ADJ

T. J. Flannigan
T J FLANNIGAN
CWO(W-3) USAF
ASST ADJ

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- 5 - EA OFF (PARA 16 & 17)
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- 15 - EA AMN (PARA 20 & 21)
- 5 - AMN (PARA 22)
- 25 - AMN (PARA 23)
- 5 - COMDR, 3010th COMBAT CREW TNGWG, Randolph AFB, TEX (PARA 23)
- 10 - BPRS (PARA 20 & 21)

19

HEADQUARTERS
818TH AIR DIVISION (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

Letter Orders Number 856

30 December 1955

SUBJECT: Temporary Duty Travel

TO : Personnel Concerned

1. FNOA, ORGN INDC, this STA, WP on or ABT 3 JAN 56 FR this STA to Westover AFB, MASS, CIPAF, on TDY for AFRX 5 days for the purpose of attending COMDR's briefing, (DPUO) & UCWR proper ORGN, this STA. PERS are cleared for access to CLAS MAT up to & INC CLNC as INDC for this PD of TDY. MIL ACFT WHEN AVAL. TDN 5763400 067-6700 P458-02 S25-605. AUTH: AFR 35-52, SAC REG 35-19, 8th AFR 35-7, & 8th AF MSG CD 36813.

COL LOUIS G THORUP, 1393A, HQ, 307th BOMWG	TOPSEC
COL RALPH G VAUGHAN, AO113983 DO	DO
LTCOL WILLMOT E Y PAXTON, AO431500 DO	DO
LTCOL ARTHUR E AENCHBACHER, 8127A, 372nd BOMRON	DO
LTCOL DELOS E RICHARD, 6265A, 371st BOMRON	DO
LTCOL ROY R SHOWALTER JR, 9976A, 370th BOMRON	DO
LTCOL KARL Y BENSON JR, AO433451, HQ, 307th BOMWG	DO
MAJ EDWIN C JENKINS, AO1703834 DO	DO
MAJ GERALD D ROTTER, AO726077 DO	DO
CAPT JOHN MESSER, AO929640 DO	DO
CAPT FRANK M GOETZ JR, AO742707 DO	DO
CAPT WILLIAM T KIMBERLIN, AO868018 DO	DO
CAPT BRUNO J ANTONIETTIE, AO566455 DO	DO
CAPT EVERETT C CAUDEL, AO778036, 307th AREFS	DO
1STLT THOMAS P BOBEAL, AO3033822 DO	DO
1STLT WILLIAM J MACKEY, AO3034025 DO	DO
TECHNICAL SGT WILLIAM F HENDERSON, AF16122512, 307th AREFS	SECRET
TECHNICAL SGT ROBERT C NEWMAN, AF13279104 DO	DO
STAFF SGT ARLEY O FLATLAND, AF17345624 DO	DO
STAFF SGT JEREMIAH E ODELL, AF11249665 DO	DO
STAFF SGT CHARLES E MARSH, AF11194608 DO	TOPSEC

2. SMOP 6, LTRO 821, this HQ CS, relating to TDY of MSGT EDMUND J RUEHLE, AF36058962, HQ, 818th ABGRU, this STA, to SAC (8TH AF) NCO Academy, Westover AFB, MASS, as reads: "MSGT EDMUND J RUEHLE", IATR: "MSGT EDMUND J RUEHLE".

3. SMOP 1, LTRO 843, this HQ CS, relating to TDY of TECHNICAL SGT DALE M CARLILE, AF39318877, 307th A&EMAINTRON, this STA, to Lockheed ACFT CORP, Marietta, GA, as reads: "TECHNICAL SGT DALE M CARLILE", IATR: "TECHNICAL SGT DALE M CARLILE".

1243

4. CFM VOC on 23 AUG 55, SMOP 3, LTRO 566, this HQ CS, relating to TDY of FNO, ORGN INDC, this STA, to 3521st STURON, McConnell AFB, KANS, as reads: "on TDY for APRX 105 days", IATR: "on TDY for APRX 120 days", ESPWO.

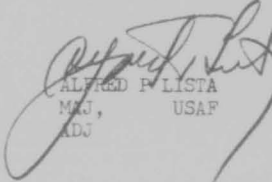
2NDLT JOHN D OGREN, AO3056862, 343rd BOMRON
2NDLT JOHN F BRADLEY, AO3041081, 345th BOMRON

5. CFM VOC on 4 JUN 55, SMOP 6, LTRO 365, this HQ CS, relating to TDY of 1STLT DONALD H HOUY, AO2217503, 343rd BOMRON, this STA, to USAF TECH SCH, Francis E Warren AFB, WYO, as reads: "on TDY for APRX 84 days", IATR: "on TDY for APRX 90 days", ESPWO.

6. CFM VOC on 26 NOV 55, SMOP 4, LTRO 807, this HQ CS, relating to TDY of CAPT LOUIS E PAULY, AO872665, HQ, 307th BOMWG, this STA, to Westover AFB, MASS, as reads: "on TDY for APRX 2 days", IATR: "on TDY for APRX 7 days", ESPWO.

7. CFM VOC on 22 AUG 55 SMOP 4, LTRO 534, this HQ CS, relating to TDY of 2NDLT MAYNARD V REISINGER, AO3056937, 345th BOMRON, this STA, to 3521st STURON, McConnell AFB, KANS, as reads: "on TDY for APRX 74 days", IATR: "on TDY for APRX 105 days", ESPWO.

BY ORDER OF THE COMMANDER:


ALFRED P. LISTA
MAJ, USAF
ADJ

DISTRIBUTION:
"D"

HEADQUARTERS
818TH AIR DIVISION (SAC)
Lincoln Air Force Base, Nebraska

20

Letter Orders Number 91

24 February 1956

SUBJECT: Temporary Duty Travel

TO : Personnel Concerned

1. The VOC on 23 FEB 56 DIR FMOA, 307th AREFS, this STA, to PRO on 23 FEB 56 FR this STA to Altus AFB, OKLA, CIPAP, on TDY for APRX 2 days for the purpose of directed TNG mission (DPUO) & UCMR proper ORGN this STA is CFM ESPWC. PERS are cleared for access to CIAS MAT up to & INC CLNC as INDC for this PD of TDY. TDN 5763400 067-6700 P458-02 S25-605. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

CAPT PHILIP L MAXWELL JR, AO2071026	TOPSEC
1STLT RICHARD W BERGOREN, AO3025950	DO
1STLT SAMUEL G SANREGRET, AO3004926	DO
TECHNICAL SGT CHARLES E KELLY, AF17244312	DO
A/1C ARTHUR N REIN, AF16405718	SECRET
A/2C JOHN J GLEASON, AF27984159	DO
TECHNICAL SGT WILLIAM A GANNON, AF12349609	DO
A/1C JOHN H GREEN, AF12367572	DO
STAFF SGT ROBERT L OLSON, AF73285565	DO
1STLT CHARLES C O'BRIEN, 22291A	TOPSEC
1STLT JOSEPH C MILLS, AO3026306	DO
1STLT JOHN R DEMAR, AO3026163	DO
STAFF SGT VERNON F DIEBERT, AF16269615	SECRET
A/2C JOHN A GEARIN, AF11244263	DO
STAFF SGT VINCENT A LOCEY, AF12348581	DO
STAFF SGT ROBERT F REVOIR, AF21636016	DO
CAPT JACK R THORNTON, AO758106	TOPSEC
MAJ FRANCIS E STROM, AO742796	DO
1STLT DAVID A SEARING, AO3004785	DO
1STLT FRANKLIN D EISENBRAUN, AO3026055	DO
TECHNICAL SGT ROBERT I MAHN, AF12304066	DO
TECHNICAL SGT PAUL C SMITH, AF17083825	SECRET
STAFF SGT ROBERT H HORTON, AF17325054	DO
STAFF SGT JAMES P CAMLEY, AF32917219	DO
A/1C LEON D GORDON, AF14433105	DO
TECHNICAL SGT NORMAN E DOLAND, AF12228271	TOPSEC
1STLT RALPH L CONNER, AO2226177	DO

2. MSGT ROBBIE W BARNUM JR, AF20758878, 307th ARMT&ELECTMAINTRON, this STA, WF on or AFT 25 FEB 56 FR this STA to Westover AFB, MASS, CIPAP, on TDY for APRX 5 days for the purpose of discussion, study, and information of RCS: SAC-UL5 REPT (DPUO) & UCMR proper ORGN this STA. AMN is cleared for access to CIAS MAT up to & INC SECRET for this PD of TDY. TVL BY MIL ACFT DIR IF AVAL. TDN 5763400 067-6700 P458-02 S25-605. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

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3. MAJ (1A35) BENTON FIELDER JR, 138034, HQ 98th BUNWG, this STA, WF on or APT 25 FEB 56 FR this STA to Maxwell AFB, ALA, on TDY for APRX 10 days for the purpose of attending Air WPMO Orientation CRSE AG&S (OL 956-6) (DPUO) & UCWR proper ORGN this STA. OFF is cleared for access to CLAS MAT up to & INC TC SEC for this PD of TDY. OFF W/REPT to BLDG #119 NLT 0700 HRS 27 FEB 56 for CL starting 27 FEB 56. This is a CRSE of INSTR. TVL BY MIL ACFT DIR WHEN AVAL. TDN 5763400 066-2222 P443-02-03 301-605. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

4. FNDA, ORGN INDC, this STA, WF on or APT 27 FEB 56 FR this STA on TDY for APRX 5 days to Hunter AFB, GA, for the purpose of familiarization on RB-47 & thence to Pinecastle AFB, FLA, in connection with EMP, CIPAP, (DPUO) & UCWR proper ORGN this STA. PERS are cleared for access to CLAS MAT up to & INC CLNC as INDC for this PD of TDY. TVL BY MIL ACFT DIR IF AVAL. TDN 5763400 067-6700 P458-02 325-605. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

COL RALPH C VAUGHAN, A0113983, HQ 307th BUNWG	TOPSEC
MAJ WILLIAM T MINOR, A0503187, DO	DO
TECHNICAL SGT WILLIAM J RUIZ, AF19215030, 307th BUNWG	SECRET
TECHNICAL SGT CHARLES E B DAVIS, AF38744134, 370th BUNWG	DO

5. A/10 RAYMOND PETERM, AF16442776, 307th TAC HOSP, this STA, WF on or APT 25 FEB 56 FR this STA to USAF HOSP, Tinker AFB, ALA, on TDY for APRX 3 days for the purpose of accompanying civilian medical patient as a medical attendant (DPUO) & UCWR proper ORGN this STA. AFW is cleared for access to CLAS MAT up to & INC SECRET for this PD of TDY. MIL ACFT DIR WHEN AVAL. TDN 5763400 067-6700 P47-02 3-25-605. AUTH: AFR 35-52, SAC REG 35-19, & 8th AFR 35-7.

BY ORDER OF THE COMMANDER:

[Signature]
 RALPH C VAUGHAN
 COL USAF

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Lincoln Air Force Base
Lincoln, Nebraska

21

SPECIAL ORDERS)
NUMBER 37)

E X T R A C T

14 February 1956

23. A/2C VERNON L ALLEN, AF18206610, REL DY & ASGMT FR HQ 818th ABGRU, this STA & ASG 818th SUPRON, this STA, REPT NLT 15 FEB 56. PCA NTI AUTH: 8th AFR 35-7. EDCSA: 17 FEB 56.

24. A/3C RICHARD A HENDERSON, AF12460032, REL DY & ASGMT FR 818th APRON, this STA & ASG 818th OPRON, this STA, REPT NLT 15 FEB 56. PCA NTI AUTH: 8th AFR 35-7. EDCSA: 17 FEB 56.

25. A/3C CORONADO N SIERRA, AF10200740, REL DY & ASGMT FR 818th OPRON, this STA & ASG 818th APRON, this STA, REPT NLT 15 FEB 56. PCA NTI AUTH: 8th AFR 35-7. EDCSA: 17 FEB 56.

26. CFM VOC on 10 FEB 56, A/2C ROBERT J LEE, AF24913346, 370th BOMRON, this STA, is AUTH the payment of Basic Allowance for subsistence at the rate of \$2.57 per day for three (3) meals per day during the PD 10 FEB 56 to 1 APR 56, it having been deemed impractical for subsistence in kind to be furnished by the GOVT. AMN is AUTH to draw ADV Basic Allowance for subsistence for a PD not to exceed thirty (30) days. AUTH: AFM 173-20, as AMND.

27. LTCOL (DAFSC 1416) WILMOT E Y PAXTON, AO431500, is REL DY & ASGMT HQ 307th BOMWG, this STA, & ASG HQ 818th ADIV, this STA, REPT NLT 15 FEB 56, PCA NTI AUTH: 8th AFR 35-7. EDCSA: 15 FEB 56.

28. COL (DAFSC 0031D) PERRY M HOISINGTON, 1694A, having been ASG FR HQ 802nd ADIV, Smoky Hill AFB, KANS to 818th ADIV, this STA, PER PARA 7, SO 29, HQ 802nd ADIV, Smoky Hill AFB, KANS, is further ASG HQ 818th ABGRU, REPT NLT 18 FEB 56. (ALMT SN: 067-8900)(7 days TVL time) EDCSA: 18 FEB 56.

29. A/3C (UAFSC 4330) SCOTT A BURDICK, AF17443931, having been ASG FR 3764th STURON, Sheppard AFB, TEX to 818th ADIV, this STA, PER PAR 17, SO 21, HQ 3750th TECHTRAGRU, Sheppard AFB, TEX, is further ASG 98th AREFS, REPT NLT 10 FEB 56. (ALMT SN: 048-124)(2 days TVL time) EDCSA: 17 FEB 56.

30. CAPT OSCAR M CRAIGHTON, AO8397733, having been ASG FR 3415th MTRVEHRON ATC, Lowry AFB, COLO to 98th AREFS, this STA, PER PARA 35, SO 10, HQ 3415th TECHTRAWG, Lowry AFB, COLO, is CFM and made a matter of RCD, REPT NLT 1 MAR 56. (ALMT SN: 048-131)(2 days TVL time) EDCSA: 20 FEB 56.

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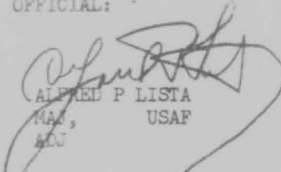
31. CFM VOC on 13 FEB 56, FNA, 818th APRON, this STA, are AUTH to RAT
SEP EFF 13 FEB 56.

STAFF SGT MATTHEW MORABITO JR, AF21702858
A/3C RAY C SPERRY, AF17451145

BY ORDER OF THE COMMANDER:

OFFICIAL: -

ALFRED P LISTA
MAJ, USAF
ADJ


ALFRED P LISTA
MAJ, USAF
ADJ

DISTRIBUTION "C" Plus:

- 5 - EA AMN (PARA 23, 24 & 25)
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- 5 - 818th OPRON (PARA 24)
- 5 - 818th APRON (PARA 25)
- 10 - HQ 818th ABGRU (PARA 27 & 28)
- 10 - 98th AREFS (PARA 29 & 30)

*Drawn
5-20-57
J. J. J.*

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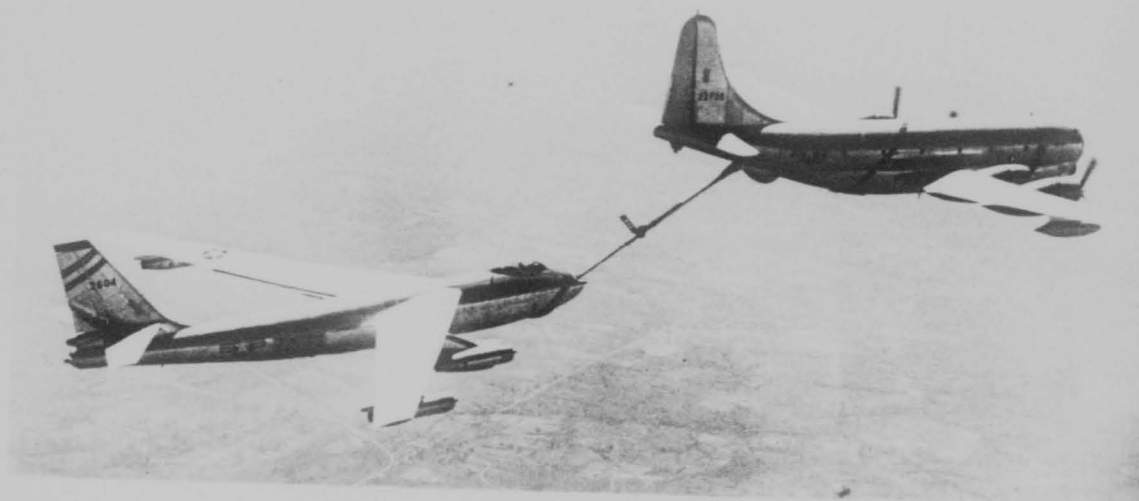
HISTORY

OF THE

307th Bombardment Wing (M)

MARCH 1956

307th B Wing



LINCOLN AIR FORCE BASE
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HISTORY OF THE
307TH BOMBARDMENT WING, (MEDIUM)
MARCH 1956

This document was prepared by
SSGT Donald D. Smith
Lincoln Air Force Base Historian

Under the supervision of
Major Vaughan O. Stevens
Information Services Officer

This document is classified SECRET in
accordance with Paragraph 25, Air Force
Regulation 205-1, Dated 15 December 1953.

Louis G. Thorup

LOUIS G. THORUP
COLONEL, USAF
Commander

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LOUIS G. THORUP
COMMANDER
307TH BOMBARDMENT WING (M)

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HISTORY OF THE
307TH BOMBARDMENT WING (M)
1-31 March 1956

CHAPTER I - ORGANIZATION AND ADMINISTRATION
SECTION I - MISSION DEVELOPMENTS

The 307th Bombardment Wing (Medium) is made up of eight Squadrons, consisting of a Headquarters, Armament and Electronics, Field Maintenance, Periodic Maintenance, Air Refueling, and three Tactical Bomb Squadrons, 370th, 371st and 372nd Bombardment Squadrons.

Since converting to B-47 type Aircraft, this Wing has flown numerous missions and hundreds of hours in becoming combat ready.

In the event of an all out war, this Wing would be able to take its place as a Medium Bomber Wing in almost a moments notice on any location in the World.

At present the 307th Bombardment Wing (M) is in the process of becoming combat ready to fly a mission to England for three months this summer. This will include the majority of the 307th Personnel and supporting Personnel from the 818th Air Base Group, this Station.

Since becoming a part of the Strategic Air Command, this Wing has realized more fully its importance, and the force they could display when needed.

With its excellent leadership and experienced supervisors in the 307th Bombardment Wing (M), the men have developed confidence in their superiors causing the moral to be very high. Having this harmonious attitude, the men have worked long hours willingly and applied themselves more thoroughly to prove they are worthy to be a member of this organization.

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CHAPTER II - PERSONNEL

SECTION I - Military Personnel Status

The following figures present the personnel authorizations, personnel assigned, and the gain and loss status of the 307th Bombardment Wing as of 31 ¹/March 1956.

<u>ORGANIZATION</u>	<u>OFFICERS</u>		<u>AIRMEN</u>	
	<u>AUTH</u>	<u>ASSGD</u>	<u>AUTH</u>	<u>ASSGD</u>
Headquarters, 307th Bombardment Wing	46	50	109	110
370th Bombardment Squadron	80	63	103	88
371st Bombardment Squadron	79	60	99	84
372nd Bombardment Squadron	79	61	99	81
307th Air Refueling Squadron	100	84	224	214
307th Armament & Elect Squadron	13	7	341	358
307th Field Maintenance Squadron	8	7	422	388
307th Periodic Maintenance Squadron	4	3	109	100
307th Tactical Hospital	27	10	94	63
TOTAL	438	345	1608	1486

These figures indicate that there has been a decrease of four Officers and a decrease of twenty Airmen under the period last recorded.

This Wing has gained six Pilots and one Flight Engineer but lost (discharged) one Navigator, one Radio Operator and two Boom Operators.

1. Lincoln Air Force Base Strength Report, submitted weekly by the 818th Base Personnel Section. This portion was taken from the 31 March Report.

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One Boom Operator was discharged because of physical disqualifications.

The aggregate figures of authorized and assigned personnel for the 307th Bombardment Wing (M) are as follows:

<u>ORGANIZATION</u>	<u>AGGREGATE TOTAL</u>	
	<u>Auth</u>	<u>Assgd</u>
Headquarters, 307th Bombardment Wing	178	166
370th Bombardment Squadron	178	151
371st Bombardment Squadron	178	145
372nd Bombardment Squadron	178	144
307th Air Refueling Squadron	319	314
307th Armament & Elect Squadron	350	380
307th Field Maintenance Squadron	425	395
307th Periodic Maintenance Squadron	109	106
307th Tactical Hospital	121	75
TOTAL	2036	1876

COMBAT CREW RESOURCES: As of 31 March 1956, there were twenty combat ready KC-97 refueling crews. Crew IM13 is in training at this time and scheduled to be upgraded 1 May 1956.

Combat ready crews assigned as of 31 March 1956 and Aircraft Commanders are listed as follows:

2. Lincoln Air Force Base Strength Report, Dated 31 March 1956
3. Ibid
4. Commanders Remarks, 307th Air Refueling Squadron, 307th Bombardment Wing, Dated March 1956, Appendix 10.
5. Ibid

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<u>CREW</u>	<u>AIRCRAFT COMMANDER</u>	<u>CREW</u>	<u>AIRCRAFT COMMANDER</u>
T01	Capt George M. Fletcher	T03	Capt Dewey R. Franklin
T04	Capt Joseph J. Pavlas	T05	Capt James D. Chambers
T06	1st Lt Leonard D. Sheffer	T07	1st Lt Douglas H. Callum
T08	Capt Phillip L. Maxwell	T09	Capt Vernon J. Cole
T10	Capt James D. Watt	T11	Capt Jack R. Thornton
T12	1st Lt Charles C. O'Brien	T13	Capt William W. McLennon
T14	1st Lt Ruhard G. Westerman	T17	Capt James E. Armstrong Jr.
T18	Capt Francis J. Long	T19	Capt Leroy H. Kutscher
T20	Capt Everrett C. Caudel	T22	Capt Richard O. Dodds
T23	Capt Herman O. Tiede	T24	Major Jean W. Nutty
T25	Major Edward F. Veiluva		

6/
B-47 CREWS: There were five B-47 crews upgraded in the month of March 1956. This brings the total of combat ready B-47 crews to thirty two and the non combat ready to sixteen.

7/
Two new crews were formed in March; IN17 Lt Colonel William E. Miller, 23 March 1956 and IN18 Capt Thomas G. Pauza, 23 March 1956.

The B-47 Combat Ready Crews and the Aircraft Commanders are listed as follows:
8/

<u>CREW</u>	<u>AIRCRAFT COMMANDER</u>	<u>CREW</u>	<u>AIRCRAFT COMMANDER</u>
R01	Major Wayne E. Hermann	R02	Major William R. Sullivan
R03	Capt Paul G. Koudsi	R04	Capt Thomas N. Peebles
R05	Capt Leon W. McCrary	R06	Capt Jack A. Crook
R08	Capt Harold C. Brooks	R09	Capt Erling R. Chappelle
R10	Capt Chester D. Shaver	R11	Major George J. Biggs
R30	Capt Bruce W. Pope	R31	Major Anthony D. Minnick Jr.
R32	Major Stephen Mattick	R33	Major Louis A. Webber
R34	Capt Robert D. Hoover	R35	Capt Robert R. Hall
R36	Capt William E. Darden Jr.	R37	Capt William E. Bifford

6. Commanders Remarks, Dated March 1956, Prepared by the 307th Bombardment Wing (M), Lincoln AFB, Nebr. Appendix 11

7. Ibid

8. Ibid

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<u>CREW</u>	<u>AIRCRAFT COMMANDER</u>	<u>CREW</u>	<u>AIRCRAFT COMMANDER</u>
R38	Capt Russell R. Bowling	R39	Capt William N. Hofman
R40	Capt Clarence W. Guy Jr.	R60	Capt Paul R. Nordstrom
R61	Major William J. Holden	R62	Major Joseph D. Hull
R65	Capt William J. Boudreaux	R66	Capt John W. Gieker
R67	Capt James H. Mann	R68	Capt Carl E. Phillips
R69	Capt Herbert K. Wheeler	R70	Capt Robert J. Morrison
R71	Major Leland C. Kohlscheen	R75	Capt Hale A. Dodge

The non-ready B-47 Combat Crews and Aircraft Commanders are as follows:
9/

<u>CREW</u>	<u>AIRCRAFT COMMANDER</u>	<u>CREW</u>	<u>AIRCRAFT COMMANDER</u>
N12	Capt Thomas E. Dance	N13	Capt Roy E. Clark
N14	Capt Bruce E. Mills	N15	Capt Paul R. Trudeau
N16	Capt Paul R. Echelbarger	IN17	Lt Col William E. Miller
IN18	Capt Thomas G. Pauza	N41	Capt Dale M. Peterson
N42	Capt Floyd E. Hibdon	N43	Capt Harland C. Williams
IN45	Major John J. Phillips	IN46	(Capt Grier N/A)
N72	Capt James W. Sullivan	N73	Capt Everett W. Terry
N74	Major Stanley Reilly Jr.	IN76	(Capt Horner N/A)

OFFICERS: As of 31 March 1956, there were only 345 officers assigned from an authorization of 10/ 438.

The specific soft spots in officer manning were as follows:

Armament and Electronics Officers: During the month of March 11/ there were only five officers out of an authorized total of thirteen. One of these officers has been Officer in Charge of the Bomb Navigation Flight Line Section as well as being Adjutant of the 307th Armament and Electronics Maintenance Squadron.

9. Commanders Remarks, Dated March 1956, Prepared by the 307th Bombardment Wing, Appendix 11
10. March Historical Report, Prepared by the 307th Bombardment Wing.
11. Ibid

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Communications Officer: The Communications Officer for the 307th Air Refueling Squadron has finally been replaced after being without one for several months.

AIRMEN: As of 31 March 1956, 1491 airmen were assigned to the 307th Bombardment Wing (M) or 92.6% of the authorized total. The authorization of airmen for the wing is 1609 airmen. Of the 1491 airmen assigned, 1102 of these or 68.5% are effective in their respective AFSC levels. Example; Three level personnel are doing five level work and five level personnel are holding seven level ^{12/} slots in the same career fields.

ARMAMENT SYSTEMS SECTION MAINTENANCE: This Section is sixty eight percent effectively manned in their respective AFSC levels and it is anticipated that the effective manning will decrease commencing May 1956 with the loss of five and seven level K-System and A-5 Gunlaying Personnel to separation. This loss will radically effect an already critical area. This situation can be traced back to the initial equipping date of this Wing, March 1955, at which time thirty three hard core specialists in the thirty two Career Field should have been in place. (Reference SAC Manual 27-1). Ten out of thirty ^{13/} three were assigned and none were classified at the seven skill level.

12. Historical Report, Dated March 1956, Prepared by the Director of Operations, 307th Bombardment Wing.

13. Ibid

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The training of 168 airmen classified at the three level assigned to the Wing in December 1954 and January 1955 from the Air Training Command was slow due to lack of qualified supervisory personnel and limited MTD facilities. However, the task was successfully accomplished with the result that the majority of the three level personnel have subsequently been upgraded to the five level. On this basis it should be recognized that none of the five level airmen are seasoned specialists.

In the K-System Specialty (321XOE) there is an authorized total of thirty five airmen at the seven level, they now have seven assigned and are anticipating the loss of one airman at this level in May. As of May, they will be seventeen percent manned at the seven level.

In the A-5 Gunlaying Specialty (323XOC) there is an authorization for twelve airmen at the seven level, but during this reporting period they have had only three assigned. This constitutes a twenty five percent of the total authorized.

MECHANICAL ACCESSORIES AND EQUIPMENT REPAIRMAN: (42251). This section is authorized two airmen and have two assigned. One airman is scheduled for separation in July 1956.

FABRIC AND LEATHER: (581X1). This section is authorized a total of eleven airmen and have ^{15/}six assigned with an additional airman planned to be assigned in May 1956.

14. Commanders Remarks, Dated March 1956, Prepared by the 307th Bombardment Wing. Appendix 11

15. Ibid

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16/

SCHOOLING: There were twenty school quotas received in March and all the quotas were utilized. The classes attended are as follows:

Two Officers attended Familiarization Course of Armament and Electronics Equipment, B-47.

One Officer entered Survival Training & Equip Officer Course (SS10420).

One Officer entered training Advanced Flying School, MB Jet B-47 at McConnell Air Force Base, Kansas.

Three Officers attended the United States Air Force Survival and Training Course #140000.

Two Officers completed Course 152001, Commanders Radar Bomb Familiarization Course.

Three Officers attended Special Weapons Delivery Course B-47 Spec.

One Officer entered training in Staff and Commanders Maintenance Management Course Number SS4311.

ON-THE-JOB-TRAINING: During March, fifty nine airmen were placed on OJT from the 307th Bomb Wing. Nineteen airmen completed OJT during this period. In March there eight airmen upgraded from the one level to the three level; eleven were upgraded from the three level to the five level and none were upgraded to the seven level.

16. This page was taken from the Historical Report of the 307th Personnel Section, 307th Bombardment Wing

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KEY PERSONNEL

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The following is a chronological presentation of the changes and activities of the key personnel in the 307th Bombardment Wing.

17/
During the absence of Lt Colonel Everett B. Thurlow, 11668A, Hq. Chief of Staff made the announcement of the temporary appointment of Major Francis E. Strom, A0742796, as Commanding Officer of the 307th Air Refueling Squadron, 307th Bombardment Wing (M).

18/
Colonel Ernest C. Hardin Jr., Deputy Commander of the 307th Bomb Wing and Major William R. Sullivan went to the Boeing Aircraft Co., Wichita, Kansas 2 April for three days to bring back two new aircraft to this Base. Aircraft #53-2417 and #53-4208.

19/
Lt Colonel Karl Y. Benson Jr., Commander of the 372nd Bombardment Squadron, went to "ather Air Force Base, California on 16 March for ten days to attend a Commanders Radar Bomb Familiarization Course.

20/
Colonel Louis G. Thorup, Commander of the 307th Bombardment Wing (M) went to Douglas Aircraft Corporation, Tulsa, Oklahoma on the 13th of March 1956 for three days for the purpose of picking up B-47 type aircraft for this Base.

-
17. Special Orders 87, Dated 13 April 1956, Prepared by the 818th Air Division, Lincoln Air Force Base, Nebraska
 18. Letter Orders 162, Dated 31 March 1956, Prepared by the 818th Air Division, Lincoln Air Force Base, Nebraska
 19. Letter Orders 133, Dated 14 March 1956, Prepared by the 818th Air Division, Lincoln Air Force Base, Nebraska
 20. Letter Orders 124, Dated 12 March 1956, Prepared by the 818th Air Division, Lincoln Air Force Base, Nebraska

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CHAPTER III - OPERATIONS AND TRAINING

SECTION I - FLYING TRAINING

The 307th Bombardment Wing (M) has accomplished the requirements of Higher Headquarters for thirty two combat ready B-47 crews and a minimum of twenty KC-97 refueling tankers. These were required for the combat readiness date of 1 April 1956. As yet a new combat readiness date has not been set.

There were no missions ordered for the 307th Bombardment Wing by Higher Headquarters for the month of March.

"Home Run", was a simulated combat mission flown by the 307th Bombardment Wing for this period.

The order of priority of the Wing's flying training program was established as follows:

1. Accomplishment of Air Force Reg 60-2, flying training requirements. The results of this priority was concurrent with other flying.
2. Strategic Evaluation. Thirty three hours were programmed and twenty seven accomplished, this loss of hours was due to maintenance difficulties which delayed takeoff.
3. "Hi Jinks" Proficiency. Sixty hours were programmed and fourteen were accomplished, this loss was due to a series of four aborts plus a shortage of instructors, which hampered activities.

1-2-3. Commanders Remarks, Dated March 1956, Prepared by the 307th Bombardment Wing (M), Lincoln Air Force Base, Nebraska
Appendix 11

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4. Bombing Evaluation. (Cancelled)
5. Non-ready crew training (See number seven)
6. Non-ready crew training (See paragraph below)
7. Ready Crew Training. Emphasis placed on increased flying hours caused an increase over planned figures in both these areas.

NON-READY CREW TRAINING: Following is a comparison of crew flying time:

<u>Average Crews Available</u>	<u>Average Programmed</u>	<u>Average Flown</u>
27 Ready Crews	18	19
10 Non-ready Crews	30	44

Following is a list of non-ready crews that did not receive a proportionate share of programmed flying time:

N14 flew twenty two hours plus fifteen as an IN crew for a total of thirty seven hours.

N15 flew thirteen hours plus twenty as an IN crew for a total of thirty three hours.

N39 flew nineteen hours, this crew was on leave 11-13 March.

N41 flew twenty three hours plus nineteen as IN crew for a total of forty two hours.

N42 flew seven hours plus twenty six hours as an IN crew for a total of thirty three hours.

-
4. Commanders Remarks, Dated March 1956, Prepared by the 307th Bombardment Wing (M). Appendix 11

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N72 flew six hours plus twenty hours as an IN crew for a total of twenty six hours. This crew had three aborts for the month. N74 flew four hours plus sixteen as an IN crew for a total of twenty hours. This crew had three aborts.

Nine Special Weapons Exercises were conducted on 22 March 1956 involving crews; R33, R36, R38.

In addition to the upgrading of the thirty two the 307th Bombardment Wing (M) succeeded in flying ^{5/}1,400 hours total time, also nine IN crews completed SAC Regulation 51-19 checkouts.

The Tactical Squadrons of the 307th Bombardment Wing (M) flew a total of 248 sorties for a total of 1,400 hours flying time in the month of March. The Air Refueling Squadron logged ~~118~~² sorties for a total of ~~607~~^{6/}607:15 flying hours.

Maintenance confirms 188 sorties for a total of 1184 flying hours involving B-47 type aircraft and delivered 205 operational sorties for a total of 1295 hours. The Air Refueling Squadron delivered 101 Plus 11 sorties for a total of 607:15 hours. (The Plus 11 was IN sorties).

Eight B-47 type Aircraft were lost to IRAN during the month and six new aircraft were received. Aircraft B-47 #52-267 was on an S.E.S. mission at MacDill Air Force Base, Florida during the month.

-
5. Commanders Remarks, Dated March 1956, Prepared by the 307th Bombardment Wing (M). Appendix 11
 6. Commanders Remarks, Dated March 1956, Prepared by the 307th Air Refueling Squadron, 307th Bombardment Wing (M). Appendix 10

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ACCOMPLISHMENTS OF THE 307TH AIR REFUELING SQUADRON

Higher Headquarters commitments for the month of March, was Operation Order 72-56. "Home Run" was the nickname for this operation.

The requirement from Higher Headquarters for the month of March to be performed by the 307th Air Refueling Squadron, 307th Bombardment Wing (M), was to conduct a cold weather exercise with RB-47 aircraft and to test photo reconnaissance equipment under arctic conditions. X day of this Mission was 20 March 1956.

The mission of this operation "Home Run" was to refuel four RB-47 aircraft from the 55th Strat. Recon, Wing, 21st Air Division, Forbes Air Force Base, Kansas and to provide a weather aircraft to scout the refueling area in accordance with SAC Manual 55-12.

The 307th Air Refueling Squadron accomplished 40:30 hours on Operation "Home Run" although the commitment was received too late to be programmed for this month.

During this operation the 818th Air Base Group provided messing facilities, transportation and POL (Petroleum, Oil and Lubricants) support. The 1911 AACS Detachment 2, provided tower facilities, electronic navigational aids and electronic landing aids. The 2nd Weather Squadron, Detachment 8, supplied weather information. The 307th Tactical Hospital provided tactical support.

NOTE: This page was taken from the 307th Air Refueling Squadron, Commanders Remarks, Appendix 10

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The squadron successfully completed Operation "Home Run" in accordance with 8th Air Force Operation Order 72-56. A total of 102,600 pounds of fuel was transferred with five accredited wet hookups. Forty hours and thirty minutes flying time was consumed in this operation.

Eighth Air Force Training Priority Commitments scheduled for the 307th Air Refueling Squadron in the month of March are as follows:

1. Air Force Regulation 60-2, flown in conjunction with other missions.
2. Non-Ready Crew Training had programmed fifteen hours and accomplished eighteen hours.
3. Combat Ready Crew Training was scheduled for 514:00 hours and accomplished 563:15 hours. Operation "Home Run" was not programmed, but forty hours and thirty minutes were flown in accomplishing this operation.
4. Staff Proficiency programmed twenty hours and accomplished seven hours and fifteen minutes. Staff personnel participated in Operation "Home Run", making a total of Twenty four Hours and Five Minutes flown.
5. Ferrying of Aircraft: One hour and fifty five minutes were accomplished because of return flights of missions diverted due to the weather.

NOTE: This page was taken from the 307th Air Refueling Squadron, Dated March 1956.

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307TH DIRECTORATE OF OPERATIONS

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During March, this Wing flew ^{7/}1400 B-47 hours and ^{607.15}~~514~~ KC-97 hours. The 307th Air Refueling participated in a higher headquarters directed mission. This mission accomplished by the Squadron was nicknamed Operation "Home Run".

A majority of the flying and ground training was directed to the upgrading of non-combat ready crews. During the month, five B-47 crews were upgraded to operational ready status. This Wing now has thirty-two B-47 crews and twenty-one KC-97 crews that are operational ready. In addition to the crews upgraded to ready status, there were nine B-47 crews upgraded to N status (qualified for solo of unsupervised flights). Due to the training, both flying and ground, plus the upgrading accomplished in March, this wing is on schedule in reaching its full combat ready capability. Six crews were dispatched to Wichita, Kansas and Marietta, Georgia to pick up our new aircraft. With more crews now available, this change over will be completed in a very short time.

Indoctrination training was conducted for B-47 crews on the new plus 731 configuration aircraft which this wing is receiving. Approximately ninety percent of the crews presently assigned have completed this training. This training includes aircraft familiarization, MA7A system, ejection seat refresher and liquid oxygen.

7. Commanders Remarks, Dated March 1956, Prepared by the 307th Bombardment Wing

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Training under SAC Regulation 50-24, was continued during March ^{8/} for both non-aircrew personnel and KC-97 crew personnel. As of the 1st of April, thirty three percent of the non-aircrew personnel and eighty percent of the KC-97 crew personnel will have completed this training.

BOMBING AND NAVIGATION:

The upgrading of five crews to ready status, was the goal of this Section for the month of March.

No higher headquarters directed missions were flown. One night mass air refueling mission of five tankers and five B-47's was planned; however, due to maintenance difficulty, only two B-47's completed the mission.

Observers are being checked out in the new MA7A bombing system by the Technical Representatives. Completion date of this project was set for 13 April 1956.

The target study section began its move to the new Target Intelligence Building. This move will be completed the last part of April. The section is also revising all Target Information Folders to conform with new information (as to new OAP's, new IIIA and IIIB targets, better bomb run headings, etc.) ^{9/}

The section ordered, received, and packed maps, target folders, etc., which will be needed at our overseas station during mobility.

8. Historical Report, Dated March 1956, Prepared by the Director of Operations, 307th Bombardment Wing.

9. Ibid

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WING PLANS SECTION:

The initial planning phase was completed for Operation "Strong Heart"; however, this Wing was later relieved of its commitment to participate in this mission.

^{10/}
One new combat ready crew received its EWP assignments and completed the initial phases of EWP study requirements.

Representatives from Headquarters Eighth Air Force administered a spot examination to Crew Number 66 of the 372nd Bombardment Squadron. The examination covered this crew's current EWP assignment. The results of the examination were considered excellent by the Eighth Air Force representatives.

The warning order of Eighth Air Force Operation Order 74-56
^{11/}
"Red Cap" was received on 27 March 1956. The initial planning for this operation has begun.

WING STANDARDIZATION BRANCH:

^{12/}
Nine B-47 crews and four KC-97 crews completed standardization checks. Crew R-01, the Senior Standardization Crew, was TDY to SES during the period 5 March through 24 March 1956. Crew R-60, Wing Standardization Crew, is in preparation for SES and is due to report at SES on 9 April 1956. (Note: SES, Strategic Evaluation School).

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10. Historical Report, Dated March 1956, Prepared by the 307th Director of Operations.
 11. Ibid
 12. Commanders Remarks, Dated March 1956, Prepared by the 307th Bombardment Wing (M). Appendix 11

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COMMUNICATIONS:

A summary of events for the Wing Communications Section included ^{13/} the installation of the RA-X inter-communication system within the Wing for more expeditious and direct contact between key sections.

The Code Evaluation Program for wing aircrew members was continued and is progressing satisfactorily. This program will be in effect again through the month of April.

INTELLIGENCE:

In March, for the first time this year, the PI Section accomplished the minimum scoring requirements required by the T-18 report.

A decision was made and implemented to maintain a single set of ^{14/} A.O.F. folders on the Base. (Note: A.O.F. - Air Objective Folder).

During the month of March the Training Section, Intelligence Branch, began a complete renovation of its P-2 card system to comply with directives from higher headquarters. This is to include the reaccomplishment of all cards maintained by the wing.

^{15/} In March, the Alien Capabilities Section has accomplished inventory of ASSOTW volumes, and shortages have been reported to higher headquarters. Work is in progress and a mobility type OB, utilizing 1/4" plexiglass, will give a better working platform in accomplishing Intelligence Data Sheets and other related Intelligence forms.

13. Historical Report, Prepared by the 307th Director of Operations Dated March 1956.

14. Ibid

15. Ibid

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370TH BOMBARDMENT SQUADRON, 307TH BOMBARDMENT WING (MEDIUM)

This squadron flew a total of 480:10 hours and 89 sorties in the month of March.

The 370th Bombardment Squadron now has a total of fifteen crews of which ten are combat ready and five are not combat ready. One crew was upgraded during the month. They also have two other crews assigned, however, will not report to this squadron until July.

The 51-19, 50-43 and 50-8 sorties were utilized in training, upgrading and maintaining the proficiency of the crews in this squadron. They are presently receiving new aircraft and anticipate no problems in converting into these new models. Crews have been attending liquid oxygen, ejection seat, ECM and aircraft familiarization classes.

There were three S.E.S. missions successfully accomplished with the 98th Bombardment Wing when on location with S.E.S. at Mac Dill Air Force Base, Florida.

A total of twenty two failure reports were turned in, up to the 26th of March.

Fifteen B-47E type aircraft are assigned to this organization, with less of one aircraft to I.R.A.N. and upon receipt of one aircraft from Lockheed Depot, fifteen aircraft remain assigned.

Three minor ground accidents occurred to personnel during this reporting period.

All ground crew personnel on flying status had their flying time in before 16 March, which is a great improvement over the previous months.

NOTE: This page was taken from the 370th Bombardment Squadron, Historical Report for the Month of March.

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371ST BOMBARDMENT SQUADRON, 307TH BOMBARDMENT WING (M)

The primary effort of this section during March was devoted to combat crew training as prescribed in SAC Regulation 50-8, SAC Regulation 50-43 and SAC Regulation 51-19.

On 31 March, eleven crews were participating in SAC Regulation 50-8 requirements, three crews were training under SAC Regulation 50-43 and one crew was preparing for combat training under SAC Regulation 51-19.

A total of 76 sorties and 491:45 hours were flown during March. Sorties and hours flown, are as follows: 50-8 Training, 32 sorties and 203:10 hours; 50-43 Training, 21 sorties and 147:45 hours; 51-19 Training, 17 sorties and 111:10 hours; Test Hops, 8 sorties and 29:40.

The Squadron lost ten sorties, approximately 75 hours due to weather, maintenance, radar and fuel leaks.

Two crews were declared combat ready during March. These crews were R-32 and R-39. No crews were formed during the month.

The maintenance section has produced over 500 flying hours in March which is a mile stone for the 371st Bombardment Squadron.

The following is a break down of events, which happened to aircraft during the month in this Squadron: (a) Two aircraft had fuel leaks. (b) One engine change. (c) Sent two aircraft to periodic maintenance. (d) Lost one aircraft to IRAN. (e) Performed 22 Post-flights).

Sixty percent of the mobility boxes are painted and ready to go. The remainder should be ready in a short time.

NOTE: This page was taken from the 371st Bombardment Squadron Historical Report, Dated March 1956

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372ND BOMBARDMENT SQUADRON, 307TH BOMBARDMENT WING (MEDIUM)

The training goal of the 372nd Bombardment Squadron is to become Combat Ready in a minimum of time while obtaining a maximum of efficiency in official duties, both in the air and on the ground. They have been making average progress toward the goal and expect to increase their effectiveness in the following months to a standard well above average.

As of March 31, they had a total of fifteen crews assigned, nine of which are combat ready and six non-combat ready. All crews have completed SAC Regulation 51-19, ground school and MTD training. Emphasis is being placed on NON-COMBAT Ready crew training so this Squadron will become better qualified toward the goal of the Air Force.

This squadron flew a total of 416:15 hours in the month of March. It was during this month that this squadron began receiving their new aircraft from the factory. The receipt of new aircraft would raise the effectiveness of this squadron in the future. They had an increase of 134:50 hours over the total time for February.

The ground school training is not only a helpful factor to each member of the squadron, it is a vital necessity. More emphasis is being put on the ground training phase so that they may obtain the maximum from these schools.

The Supply Section received the UAL (Unit Authorization List) during the Month. All shortages will be ordered, and all overages are in the process of being turned in.

NOTE: This page was taken from the 372nd Bomb Squadron Historical Report.

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CHAPTER IV - MATERIELSECTION I - Maintenance

During the month of March, Materiel Control continued concentration on the perfection of Standard Procedure use by this section according to SAC Manual 66-4. The personnel in this section have arranged the bins according to Line Item Numbers thereby making it easier for items to be located.

Awaiting Maintenance Section is ^{1/}working in parallel with CI and CR Section as far as efficiency is concerned. This section's work was held to a relatively steady flow all through the month of March.

Since the Awaiting Parts Section was ^{2/}inventoried, requests for parts from Base Supply have been fulfilled more readily than in the past months.

CI and CR Card Section has in the past month, continued to improve its position in working with Flight Line in completing Calendar Inspections and preparing for work on the new aircraft which are beginning to arrive at this Base.

The Work Order Section has processed 1,550 work orders during the month of March. The 371st Bombardment Squadron has been scheduled to process their equipment requiring Calendar Inspection through Armament and Electronics Field Maintenance Shops. Approximately seventy five percent of the equipment has already been calendar inspected and is now being repacked and sent to the using organization.

1. Historical Report, Prepared by the 307th Field Maintenance Sq.
2. Ibid

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COMMUNICATION & NAVIGATION SECTION: This section processed a total of 525 work orders. Forty two were not repairable this Base, nineteen are awaiting parts, fifteen were incomplete. A total of 508 units were not completed.

Construction of the AN/ARC/21 mock-up will begin this month since nearly all of the equipment necessary has been received. Lack of space remains the outstanding problem at this time.

This section has completed all preliminary requirements regarding information as to weights, size, and etc. of all mock-ups and equipment. All radio, communication, and navigation mock-ups are mounted on rollers greatly facilitating the handling of these benches in any Wing Mobility exercises.

A recurring difficulty concerns a critical shortage of RT-178 ARC-27 Transceivers on the pre-issue level. The ordering of parts from Base Supply still presents a problem, as the time awaiting these parts could have been greatly reduced with proper supply action in some instances.

BOMBING & NAVIGATION SECTION: This section processed a total of 679 work orders. Four hundred and fifty four for pre-issue, 225 for aircraft and sixty one were not repairable on this Base.

This section is in the process of setting up the MA7A mock-up in building #1032. Equipment shortage is now holding up the completion of this project.

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4. Historical Report prepared by the 307th Bombardment Wing, Director of Operations.

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SECTION II

During the month of March, three B-47 type aircraft and five KC-97 type aircraft entered the Docks. Six B-47 type aircraft and five KC-97 type aircraft were returned to the Flight Line Branch. A major problem is developing as we get more new aircraft in. The MD-3 Power Supply is the only power supply we have for the new aircraft. Since it is gasoline driven it cannot be run in an enclosure as our Docks are. Neither aircraft nor K receptacle can be powered in the Docks because the MD-3 power cables are not long enough to reach from outside. Approximately eighty percent of the power checks are now being done in the Docks. New aircraft checks will have to be done on the backline, creating a problem with aircraft engineering on who should be on the aircraft.

A major problem encountered was a radar malfunction on aircraft #058. Maintenance has been performed on this aircraft by both mechanics and Technical Representatives. Assistance has been requested from OCAMA.

^{5/}
This section has given a 263 check and Post Flight on aircrafts Number 128, 413, 416, 209, 900, and 210. These are the new aircraft which have come into the Squadron.

A new Post Flight procedure has been adopted. This procedure is for the purpose of indoctrinating the use of test equipment and methods with the assistance of the Technical Representative.

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5. Historical Report of the Operation & Training Section, 307th Bombardment Wing.

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R O S T E R O F K E Y P E R S O N N E L

Colonel Louis G. Thorup.....Commander, 307th Bombardment Wing (M)
Colonel Ernest C. Hardin.....Deputy Commander
Captain Robert W. Gottlieb.....Adjutant
Colonel Ralph C. Vaughan.....Director of Materiel
Captain Harold M. Steifman.....Director of Personnel
Colonel Robert W. Christy.....Director of Operations
Major Leman M. Herridge.....Director of Safety
Major Bruno J. Antonietti.....Comptroller
Lt Colonel Howard G. Johns.....Inspector
Captain Peter G. Samuels.....Headquarters Squadron
Lt Colonel Everett B. Thurlow.....307th Air Refueling Squadron
Lt Colonel Roy R. Showalter.....370th Bombardment Squadron
Lt Colonel Delos E. Richards.....371st Bombardment Squadron
Lt Colonel Karl Y. Benson.....372nd Bombardment Squadron
Lt Colonel Raleigh D. Smith.....307th Arm and Elect Squadron
Lt Colonel A. E. Aenschbacher.....307th Field Maint Squadron
Lt Colonel Albert W. Lambert.....307th Per Maint Squadron
Captain Donald C. Niederlucke.....307th Tac Hospital

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A P P E N D I X

NO.	SUBJECT MATTER
APPEN.	DATES
1.	Photo
2.	* Special Orders No 12, dtd 16 Feb 1956, 307th Bomb Wing (M)
3.	* Aeronautical Orders No 18, dtd 16 April 1956, 307th Bomb Wing (M)
4.	Special Orders No 18, dtd 20 March 1956, 307th Bomb Wing (M)
5.	Special Orders No 21, dtd 2 April 1956, 307th Bomb Wing (M)
6.	*Special Orders No 23, dtd 13 April 1956, 307th Bomb Wing (M)
7.	*Special Orders No 23, dtd 17 April 1956, 307th Bomb Wing (M)
8.	*Special Orders No 25, dtd 20 April 1956, 307th Bomb Wing (M)
9.	Operation Order 72-56, dtd 16 March 1956, 307th Bomb Wing (M)
10.	307th ARS Commanders Remarks, dtd 6 Apr, 307th Air Refuel Sqdn.
11.	307th Wing Commanders Remarks, Dtd 31 March, 307th Bomb Wing (M)
12.	Bombing Accomplishments, 370th Bombardment Squadron
13.	Navigation Accomplishments, 370th Bombardment Squadron

* These orders were used in reference to the names of Pilots, Co-Pilots, Navigators.

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAG)
Lincoln Air Force Base
Lincoln, Nebraska

SPECIAL ORDERS)
NUMBER 12)

16 February 1956

2

This Special Order consists of paragraphs 1 thru 4 inclusive. Classified paragraphs: NONE.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W. Gottlieb

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

DISTRIBUTION: 'A'

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

SPECIAL ORDERS)
NUMBER 12)

E-X-T-R-A-2-2

16 February 1956

1. CPM VOG, Dates INDC, ESPMO, FNO, 370 BOMRON, this STA (SAC) are DSG as Crew for B-47 type ACFT in POSIT INDC and on Date INDC ASG as Crew/MER. AUTH: 8AF REG 31-1, 24 SEP 53.

370 BOMRON

POSIT	RANK	NAME	AFSN	DATE ASG CREW	DATE CREW MER COMBAT READY
CREW R01 (Date Crew Formed and Combat Ready: 15 FEB 55)					
ACFT CMDR	MAJ	WAYNE E HERMANN	14553A	15 FEB 55	15 FEB 55
PLT	CAPT	THADDEAUS A BRZYWCZY	AO2082365	15 FEB 55	15 FEB 55
AOB	CAPT	JACK L EILAND	AO9209261	15 FEB 55	15 FEB 55
CREW R02 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 23 AUG 55)					
ACFT CMDR	MAJ	WILLIAM R SULLIVAN	15856A	1 FEB 55	23 AUG 55
PLT	CAPT	JOSEF W HANGER	AO699367	20 JAN 56	11 JAN 56
AOB	CAPT	WILLIAM D BATHURST	AO786880	1 FEB 55	23 AUG 55
CREW R03 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)					
ACFT CMDR	CAPT	PAUL G KOUDSI	AO1909332	30 JAN 56	23 AUG 55
PLT	1ST LT	GARLAND G GEE	AO2227197	1 FEB 55	30 SEP 55
AOB	CAPT	ROBERT T WEBER	AO2065664	1 FEB 55	30 SEP 55
CREW R04 (Crew Formed: 1 FEB 56 - Crew Combat Ready: 31 AUG 55)					
ACFT CMDR	CAPT	THOMAS N PEEBLES	17540A	1 FEB 55	31 AUG 55
PLT	CAPT	WILLIAM H HOWARD	AO1910386	1 FEB 55	31 AUG 55
AOB	CAPT	DOUGLAS F SCHWARTZ	AO716969	11 MAY 55	31 AUG 55
CREW R05 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)					
ACFT CMDR	CAPT	LEON W MCCRARY	18469A	1 FEB 55	30 SEP 55
PLT	1ST LT	ELWIN M SMITH	AO2222408	1 FEB 55	30 SEP 55
AOB	CAPT	RICHARD N GRONBERG	AO2023498	1 FEB 55	30 SEP 55
CREW R06 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)					
ACFT CMDR	CAPT	JACK A CROOK	AO835450	1 FEB 55	1 OCT 55
PLT	1ST LT	ROBERT E JOHNSON	AO3006201	1 FEB 55	1 OCT 55
AOB	1ST LT	BERNARD R FLYNN	AO2225554	1 FEB 55	1 OCT 55
CREW R08 (Crew Formed: 1 FEB 56 - Crew Combat Ready: 1 OCT 55)					
ACFT CMDR	CAPT	HAROLD C BROOKS	AO808944	1 FEB 55	1 OCT 55
PLT	1ST LT	HAROLD P STRUENPLER	AO3005363	1 FEB 55	1 OCT 55
AOB	CAPT	JOHN R MATTIOLI	AO2091460	1 FEB 55	1 OCT 55
CREW R09 (Crew Formed: 1 FEB 55)					
ACFT CMDR	CAPT	ERLING R CHAFFELLE	AO764113	1 FEB 55	
PLT	1ST LT	HERBERT N SPILLER	AO2221703	1 NOV 55	
AOB	1ST LT	EARL D STUTT	AO2069489	11 MAY 55	

SO 12, HQ 307 BOMWG (M), (SAC), Lincoln AFB, NEBR, 16 FEB 56 (CONTD)

CREW R10 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 DEC 55)

ACFT COMDR	CAPT	CHESTER D SHAVER	A01909400	1 FEB 55	31 DEC 55
PLT	1ST LT	JOHN M KMINCK	25933A	1 FEB 55	31 DEC 55
AOB	CAPT	CHARLES W SCHISLER JR	A0591244	1 FEB 55	31 DEC 55

CREW R11 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 DEC 55)

ACFT COMDR	MAJ	GEORGE J BIGGS	12375A	28 JUN 55	31 DEC 55
PLT	1ST LT	DEAN A KNIGHT	A0804907	1 FEB 55	31 DEC 55
AOB	1ST LT	JAMES A EVANS	A02075535	1 FEB 55	31 DEC 55

CREW IN12 (Crew Formed: 15 JUL 55)

ACFT COMDR	CAPT	THOMAS E DANCE	A0782194	15 JUL 55	
PLT	2ND LT	EDWARD J	A03020993	15 JUL 55	
AOB	CAPT	ROBERT F BREYCHER	A0762177	15 JUL 55	

CREW IN13 (Crew Formed: 5 AUG 55)

ACFT COMDR	CAPT	ROY E CLARK	A01911548	5 AUG 55	
PLT	2ND LT	ROLAND M MERKLE	A03041109	5 AUG 55	
AOB	1ST LT	RICHARD L DABNEY	A03009350	5 AUG 55	

CREW IN14 (Crew Formed: 10 AUG 55)

ACFT COMDR	CAPT	BRUCE E MILLS	A0758717	10 AUG 55	
PLT	2ND LT	LARRY F GARRETT	A03056849	1 FEB 55	
AOB	CAPT	REFUGIO B NAJERA JR	A02080550	10 AUG 55	

CREW IN15 (Crew Formed: 3 OCT 55)

ACFT COMDR	CAPT	PAUL R TRUDEAU	A0768312	3 OCT 55	
PLT	1ST LT	DALE K CHRISTIANS	26614A	1 FEB 55	
AOB	1ST LT	WILLIAM C REEVES	A03034285	30 JAN 56	

CREW IN16 (Crew Formed: 15 OCT 55)

ACFT COMDR	CAPT	PAUL R ECHELBERGER	14292A	15 OCT 55	
PLT	2ND LT	ROBERT L GOODRICH	A03056902	15 OCT 55	
AOB	1ST LT	NOBLE S TIMMONS	A03024461	8 NOV 55	

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W. Gottlieb

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

DISTRIBUTION: 'A'

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Lincoln, Nebraska

SPECIAL ORDERS)
NUMBER 12)

E-X-T-R-A-C-T

16 February 1956

2. CFM VOC, Dates INDC, ESPWO, FNO, 371 BOMBON, this STA (SAC) are DSG as Crew for B-47 type ACFT in POSIT INDC and on Date INDC ASG as Crew/MER. AUTH: 8AF REG 31-1, 24 SEP 53.

POSIT	RANK	NAME	AFSN	DATE ASG CREW	DATE CREW MER COMBAT READY
CREW R30 (Crew Formed: 15 FEB 55 - Crew Combat Ready: 15 FEB 55)					
ACFT CMDR	CAPT	BRUCE W POPE	16483A	15 FEB 55	15 FEB 55
PLT	CAPT	LEO R BEERS	A02078752	DO	DO
AOB	CAPT	CARLTON R MOORE	A0766333	DO	DO
CREW R31 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 AUG 55)					
ACFT CMDR	MAJ	ANTHONY D MINNICK JR	A0673417	1 FEB 55	31 AUG 55
PLT	CAPT	VINCENT L FERRARA	A0558112	19 APR 55	DO
AOB	1ST LT	RICHARD E JOHNSON	A02221585	1 FEB 55	DO
CREW N32 (Crew Formed: 1 FEB 55)					
ACFT CMDR	MAJ	STEPHEN MATTICK	15049A	1 FEB 55	
PLT	1ST LT	JOHN J BIBO	27827A	DO	
AOB	1ST LT	CLARENCE W TROUTMAN	A03006452	19 AUG 55	
CREW R33 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)					
ACFT CMDR	MAJ	LOUIS A WEBBER	A0541197	1 FEB 55	30 SEP 55
PLT	1ST LT	BRUCE E WOODRUFF	A03006217	DO	DO
AOB	CAPT	R WARD ALLEN	A0561665	DO	DO
CREW R34 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 AUG 55)					
ACFT CMDR	CAPT	ROBERT D HOOVER	A0759685	1 FEB 55	31 AUG 55
PLT	CAPT	JOSEPH F BEHAN	A0800312	DO	DO
AOB	CAPT	MARVIN F PELLETIER	A0741360	DO	DO
CREW IN41 (Crew Formed: 15 JUL 55)					
ACFT CMDR	CAPT	DALE M PETERSON	A01909199	15 JUL 55	
PLT	2ND LT	ROLAND F BEHNKE	A03040652	DO	
AOB	CAPT	ARCHIBALD P SAMUELS	A0739509	DO	
CREW IN42 (Crew Formed: 5 AUG 55)					
ACFT CMDR	CAPT	FLOYD E HIBDON	A0721742	5 AUG 55	
PLT	2ND LT	JOSEPH M PEKARSKE	A03041118	DO	
AOB	CAPT	ROBERT W BLUNT	A0697808	14 OCT 55	
CREW IN43 (Crew Formed: 10 AUG 55)					
ACFT CMDR	CAPT	HARLAND C WILLIAMS	A0832531	10 AUG 55	
PLT	1ST LT	EARL M FREEMAN JR	A02232642	DO	
AOB	CAPT	ALAN D JORGENSEN	A0698889	DO	

SO 12, HQ 307 BOMWG (M)(SAC), Lincoln AFB, NEBR, 16 FEB 56 (CONTD)

CREW IN45 (Crew Formed: 11 JAN 56)

ACFT COMDR	MAJ	JOHN J PHILIPS	AO792152	11 JAN 56
PLT	CAPT	GORDON H MACK	AO2068290	DO
AOB	1ST LT	J L MCFARLING JR	AO2216431	DO

CREW R35 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 3 OCT 55)

ACFT COMDR	CAPT	ROBERT R HALL	AO749234	1 FEB 55	3 OCT 55
PLT	1ST LT	ROBERT D FRANK	AO3006199	DO	DO
AOB	1ST LT	ROBERT J HILL	AO2074989	DO	DO

CREW R36 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)

ACFT COMDR	CAPT	WILLIAM E DARDEN JR	AO815095	1 FEB 55	1 OCT 55
PLT	1ST LT	JOHN F HURST JR	AO2227212	1 FEB 55	1 OCT 55
AOB	CAPT	PHILLIP J BICAK	AO722461	1 FEB 55	1 OCT 55

CREW R37 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)

ACFT COMDR	CAPT	WILLIAM E BIFFORD	AO782103	1 FEB 55	1 OCT 55
PLT	1ST LT	MERLE HAHN	AO2228385	DO	DO
AOB	CAPT	DONALD C HESSE	AO688700	DO	DO

CREW R38 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)

ACFT COMDR	CAPT	RUSSELL R BOWLING	AO2044998	1 FEB 55	30 SEP 55
PLT	CAPT	MELVIN S AMES	AO786695	DO	DO
AOB	1ST LT	MICHAEL J SELMO	AO3022686	DO	DO

CREW IN39 (Crew Formed: 1 FEB 55)

ACFT COMDR	CAPT	WILLIAM N HOFFMAN	AO767552	1 FEB 55
PLT	CAPT	FRANKLIN D PEARCE JR	AO2067341	DO
AOB	CAPT	EDWARD E BARDNELL	AO765591	14 OCT 55

CREW R40 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 DEC 55)

ACFT COMDR	CAPT	CLARENCE W GUY JR	AO2069253	1 FEB 55	30 DEC 55
PLT	1ST LT	RAY H COLEY	AO1912142	DO	DO
AOB	1ST LT	MANLEY J FLIGER	AO699955	DO	DO

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W Gottlieb

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CAPT, USAF
ADJ

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E-X-T-R-A-E

16 February 1956

3. CPM VOC, Dates INDC, ESPNO, FNO, 372 BOMRON, this STA (SAC) are DSG as Crew for B-47 type ACFT in POSIT INDC and on Date INDC ASG as Crew/MER. AUTH: 8AF REG 31-1, 24 SEP 53.

POSIT	RANK	NAME	AFSN	DATE ASG CREW	DATE CREW MER COMBAT READY
CREW R60 (Crew Formed: 15 FEB 55 - Crew Combat Ready: 15 FEB 55)					
ACFT COMDR	CAPT	PAUL R NORDSTROM	A02071034	15 FEB 55	15 FEB 55
PLT	CAPT	ROBERT E DONOHUE	26826A	DO	DO
AOB	CAPT	FRANCIS W LESLIE	A02001587	DO	DO
CREW R61 (Crew Formed: 1 FEB 55 - Combat Ready: 30 SEP 55)					
ACFT COMDR	MAJ	WILLIAM J HOLDEN	10978A	1 FEB 55	30 SEP 55
PLT	CAPT	CARL N GERMUNDSON	A0710915	DO	DO
AOB	1ST LT	JOSEPH J ANTHONY	A02068166	DO	DO
CREW R 62 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)					
ACFT COMDR	MAJ	JOSEPH D HULL	10629A	1 FEB 55	30 SEP 55
PLT	CAPT	JAMES M PUMFORD	A0706241	DO	DO
AOB	CAPT	CLIFFORD R BILEK	A0744122	DO	DO
CREW N65 (Crew Formed: 1 FEB 55)					
ACFT COMDR	CAPT	WILLIAM J BOUDREAU	A0820882	1 FEB 55	
PLT	CAPT	RICHARD W MCKENZIE	A01908710	DO	
AOB	CAPT	CARTER HART JR	A0679505	DO	
CREW R66 (Crew Formed: 1 FEB 55 - Combat Ready: 1 OCT 55)					
ACFT COMDR	CAPT	JOHN W GIEKER	A0678024	1 FEB 55	1 OCT 55
PLT	CAPT	RUSSELL M HELLER JR	16500A	8 JUL 55	DO
AOB	1ST LT	WALTER W HUDKINS	27008A	1 FEB 55	DO
CREW R67 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 AUG 55)					
ACFT COMDR	CAPT	JAMES H MANN	A0711748	1 FEB 55	31 AUG 55
PLT	CAPT	THOMAS H SALTSMAN	20334A	DO	DO
AOB	CAPT	CECIL L DAVIS	A0689136	DO	DO
CREW R68 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 JAN 56)					
ACFT COMDR	CAPT	CARL E PHILLIPS	A0660588	1 FEB 55	31 JAN 56
PLT	CAPT	SAMUEL A MYERS	A0680683	29 APR 55	DO
AOB	CAPT	WILLIAM C HATHAWAY	A0747556	1 FEB 55	DO
CREW R69 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)					
ACFT COMDR	CAPT	HERBERT K WHEELER	A0768345	1 FEB 55	1 OCT 55
PLT	1ST LT	ALBERT R MANSERINI	A01855651	8 NOV 55	DO
AOB	CAPT	THERON A GROREY	A0761711	1 FEB 55	DO

SO 12, HQ 307 BOMWG (M)(SAC), Lincoln AFB, NEBR, 16 FEB 56 (CONTD)

CREW R70 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 3 OCT 55)

ACFT COMDR	CAPT	ROBERT J MORRISON	AO1911353	1 FEB 55	3 OCT 55
PLT	1ST LT	N V MEEKS JR	AO1696719	29 APR 55	DO
AOB	CAPT	HERBERT H KENNEDY	AO750145	1 FEB 55	DO

CREW R71 (Crew Formed: 17 MAY 55 - Crew Combat Ready: 3 OCT 55)

ACFT COMDR	MAJ	LELAND C KOHLSCHEN	AO524731	17 MAY 55	3 OCT 55
PLT	1ST LT	RICHARD C POLUS	AO2228420	DO	DO
AOB	1ST LT	LESLIE M WALRATH	AO2085342	15 JUL 55	DO

CREW IN72 (Crew Formed: 15 JUL 55)

ACFT COMDR	CAPT	JAMES W SULLIVAN	AO1909232	15 JUL 55
PLT	2ND LT	LAURENCE A SCHMIDT	AO3046943	29 DEC 55
AOB	1ST LT	ANTHONY C MARGANTI	AO1854641	15 JUL 55

CREW IN73 (Crew Formed: 5 AUG 55)

ACFT COMDR	CAPT	EVERETT W TERRY	AO782058	5 AUG 55
PLT	2ND LT	RAYMOND R MIDDLETON	AO3041110	DO
AOB	CAPT	LOUIS A ROSELING	AO730821	DO

CREW IN74 (Crew Formed: 5 AUG 55)

ACFT COMDR	MAJ	STANLEY REILLY JR	AO755598	5 AUG 55
PLT	1ST LT	JOHN R PARKS	AO926205	29 DEC 55
AOB	1ST LT	ROBERT J MEYER	AO3009268	1 JAN 56

CREW IN75 (Crew Formed: 1 JAN 56)

ACFT COMDR	CAPT	HALE A DODGE	AO773101	1 JAN 56
PLT	2ND LT	WILLIAM E LAWSON III	AO3056919	DO
AOB	CAPT	WILLIAM R PALMQUIST	AO696239	DO

BY ORDER OF THE COMMANDER:

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16 February 1956

4. FNO, ORGN INDC, this STA (SAC) are DSG as Crew Filler Personnel in the
POSIT INDC for B-47 type ACFT. AUTH: 8AF REG 31-1, 24 SEP 53.

<u>POSIT</u>	<u>RANK</u>	<u>NAME</u>	<u>AFSN</u>	<u>ORGN</u>
PLT	2ND LT	ROBERT G BAKER	A03056879	370 BOMRON
PLT	2ND LT	WILLIAM G BUMPUS	A03058854	DO
PLT	2ND LT	PERRY E ESPING	A03058117	DO
PLT	2ND LT	JOSEPH A ROGERS	A03058908	DO
AOB	CAPT	GORDON J ROBINSON	A0785513	DO
AOB	1ST LT	ARTHUR E FLUCK	A02072137	DO
AOB	1ST LT	RICHARD B KEELER	A03009340	DO
AOB	1ST LT	LADDIE ONDRACEK	A03021477	DO
PLT	CAPT	BERNARD Q SPRINGER	A02029016	371 BOMRON
PLT	2ND LT	NEIL J FARNHAM	A03056898	DO
PLT	2ND LT	CARROLL W KALBERG	A03046955	DO
PLT	2ND LT	ROBERT F TITZER	A03058879	DO
AOB	2ND LT	ARTHUR E HANDEL	A02060506	DO
AOB	1ST LT	GARLAND E SMALLWOOD	A03024807	DO
PLT	CAPT	FRANK J BATH JR	26899A	372 BOMRON
PLT	2ND LT	RICHARD L BARAN	A03056880	DO
PLT	2ND LT	WILLIAM J BARNICOAT JR	A0 2208298	DO
PLT	2ND LT	BILLY GILSTRAP JR	A03046850	DO
PLT	2ND LT	READE J KATES	A03058098	DO
PLT	2ND LT	KENNETH B THOMAS	A03056949	DO
AOB	CAPT	OLEAH E SHORT	A03099558	DO
AOB	CAPT	HARRISON F THOMAS	A0745002	DO
AOB	CAPT	MAURICE J WELCH	A02072382	DO
AOB	CAPT	DAVID C WITHROW	A0676903	DO
AOB	1ST LT	RALPH M PHILBROCK	A03024004	DO

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W Gottlieb

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Nebraska

AERONAUTICAL ORDERS)
NUMBER 18)

16 April 1956

1. SMOP 3 AO 16, GS, this HQ, 3 APR 56, relating to SUSP from FLY Status of LT COL KARL Y BENSON, JR, AO433451, as reads: "HUP PARA 9a, SEC C, AFR 36-57, 10 SEP 54", IATR: "HUP PARA 10a (6), AFR 36-57, 10 SEP 54".

2. CFM VOC 15 APR 56, ESPWO, FNA, 307 AREFS, this STA (SAC) are DSG CR/M IAW PARA 5a, AFR 39-47, and are RQR to participate REG and FREQ in AERL FLT for and INDEF PD EFF 15 APR 56. DY to be performed is essential to the ACCOMP of the MSN to which ASG. FLY DY to be performed on KC-97 type ACFT.

A/2C WAYNE A MATTHIESSEN, AFL17428812

A/2C DAVID A NOLES, AFL19525265

3. CFM VOC 14 APR 56, ESPWO, A/2C BENNIE L GANNADY, AF25150848, 307 AREFS, this STA (SAC) is DSG CR/M IAW PARA 5a, AFR 39-47, and is RQR to participate REG and FREQ in AERL FLT for an INDEF PD EFF 14 APR 56. DY to be performed is issential to the ACCOMP of the MSN to which ASG.

4. CFM VOC 12 APR 56, ESPWO, TECHNICAL SGT ROBERT C NEWMAN, AFL3279104, 307 AREFS, this STA (SAC) is DSG CR/M IAW PARA 5a, AFR 39-47, and is RQR to participate REG and FREQ in AERL FLT for and INDEF PD EFF 12 APR 56. DY to be performed is essential to the ACCOMP of the MSN to which ASG.

5. SUSP From FLY FLY Status imposed on A/1C RONALD L KING, AFL17392728, 307 ARMTLCTMAINTRON, this STA (SAC) by PARA 1 AO 14, GS, this HQ, 22 MAR 56, is hereby REVO. AUTH: 8AF REG 39-2, PARA 5d.

6. SUSP from FLY Status imposed on SSGT GORDON W LAW, AFL17328880, 307 AREFS, this STA (SAC) by PARA 1 AO 10, GS, this HQ, 6 MAR 56, is hereby REVO. AUTH: PARA 5d, 8AF REG 39-2.

CFM VOC 10 APR 56, ESPWO, A/1C NORMAND ARSENAULT, AFL1267168, 372 BOMRON, this STA (SAC) is DSG non/CR/M, IAW PARA 5b, AFR 39-47, and is RQR to participate REG and FREQ in AERL FLT during PD 10 APR 56 THRU 30 APR 56 INCL. DY to be performed on B-47 type ACFT.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

Harold M. Steifman
HAROLD M STEIFMAN
CAPT, USAF
ASST ADJ

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Nebraska

SPECIAL ORDERS)

NUMBER 18)

20 March 1956

This Special Order consists of paragraphs 1 thru 13 INCL. Classified
Paragraphs: NONE.

BY ORDER OF THE COMMANDER:

OFFICIAL:

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CAPT, USAF
ADJ

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ADJ

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SPECIAL ORDERS)
NUMBER 18)

E-X-T-R-A-C-T

20 March 1956

1. MAJ LOUIS A WEBBER, AO541197, 371 BOMRON, this STA (SAC) is APT INVES OFFICER IAW AFR 62-5, as amended and SAC REG 62-15 to INVES alleged violations of FLT REG against MAJ STEPHEN MATTICK, 15049A, 371 BOMRON, this STA (SAC). INVES will be conducted and RPTD IAW AFR 62-5, as amended and SAC REG 62-15.

2. CAPT FRANK J BATH JR, 26899A, is REL ASG 371 BOMRON, this STA (SAC) and ASG 372 BOMRON, this STA (SAC) PCA. NTI. EDCSA: 22 MAR 56.

3. FNA, are REL ORGN INDC, this STA, (SAC) and ASG ORGN INDC, this STA (SAC) PCA, NTI. EDCSA: 24 MAR 56.

RANK	NAME AND AFSN	REL FROM	ASG TO
MSGT	JAMES A FRIEDEL, AF37679224	370 BOMRON	HQ 307 BOMWG
MSGT	JAMES R RUTHERFORD, AF37285855	HQ 307 BOMWG	370 BOMRON
MSGT	WILLIAM H ATWOOD, AF13005046	370 BOMRON	307 FLDMAINTRON
MSGT	WILLIAM A CAISSE, AF11191687	307 FLDMAINTRON	370 BOMRON
MSGT	KENNETH C BOONE, AF37701225	370 BOMRON	372 BOMRON
TECHNICAL SGT	JAMES A POWELL, AF15409500	307 AREFS	HQ 307 BOMWG
TECHNICAL SGT	CLYDE T MOSER, AF17160667	370 BOMRON	372 BOMRON
TECHNICAL SGT	WARD W FAIRES, AF19259259	307 PERMAINTRON	372 BOMRON
SSGT	ALFRED W WINZELING, AF27534304	370 BOMRON	HQ 307 BOMWG
A/1C	LEO A PORTER, AF17394008	371 BOMRON	HQ 307 BOMWG
A/1C	RICHARD E DONNELLY, AF13470737	307 PERMAINTRON	HQ 307 BOMWG
A/1C	VERNON R MCCURDY, AF18437439	307 PERMAINTRON	HQ 307 BOMWG
A/1C	GARY S LAZERUS, AF28241633	307 PERMAINTRON	HQ 307 BOMWG
A/1C	VANCE H DELONG, AF15480493	HQ 307 BOMWG	307 FLDMAINTRON
SSGT	HAROLD W PALMATEER, AF27024927	307 FLDMAINTRON	HQ 307 BOMWG
A/2C	ROBERT J LEE, AF24913346	370 BOMRON	372 BOMRON
A/3C	GARY P STROMBERG, AF13533387	HQ 307 BOMWG	370 BOMRON
A/3C	BILLY J MASON, AF16501783	HQ 307 BOMWG	372 BOMRON

4. CFM VOC 16 MAR 56, ESPWO, TECHNICAL SGT BERTRAM L SKINNER, AF12141312, 307 AREFS, this STA (SAC) is DSG FLT CR/M for one time FLT with GR NR T-14 for one time Test FLT on ACFT 379, KC-97. AUTH: SAC REG 60-7.

5. CFM VOC, 17 MAR 56, ESPWO, TECHNICAL SGT WILLIAM A GANNON, AF12349609, 307 AREFS, this STA (SAC) is DSG FLT CR/M as PRIM BOOM OPER on CR NR T-22, for Test FLTS on KC-97 type ACFT. AUTH: SAC Manual 66-12.

6. SMOP 6 SO 16, CS, this HQ, relating to PERM GR of MSGT PAUL A MYERS, AF13047809, as reads: "TAFMSD: 12 JAN 56", IATR: "TAFMSD: 12 JAN 42".

7. SMOP 4 SO 12, CS, this HQ, 16 FEB 56, relating to FNO, ORGN INDC, this STA (SAC) is rescinded EFF dates INDC.

CAPT FRANK J BATH JR, 26899A 372 BOMRON
1ST LT GARLAND E SMALLWOOD, AO30248807 371 BOMRON

EFF 7 MAR 56
EFF 24 FEB 56

SO 18, HQ 307 BOMWG, (M)(SAC), Lincoln AFB, NEBR, 20 MAR 56 (CONTD)

8. SMOP 2, SO 12, CS, this HQ, 16 FEB 56 relating to DSG of B-47 Type crews as pertains to Crews R30 and R34, 371 BOMRON this STA (SAC) is hereby rescinded EFF 1 MAR 56, CFM VOC 1 MAR 56, ESPWO.

9. FNO, 370 BOMRON, this STA (SAC) are DSG as CREW Filler Personnel in the POSIT INDC for N-47 type ACFT. AUTH: AFR 60-7, 21 JUN 51 and 8AFR 31-1, 24 SEP 53.

POSIT	RANK	NAME	AFSN
ACFT COMDR	LT COL	WILLIAM E MILLER	4913A
ACFT COMDR	CAPT	THOMAS G PAUZA	A0842539
AOB		NORMAN K SIMCOE	A0729090

10. CFM VOC, Dates INDC, ESPWO, FNO 371 BOMRON, this STA (SAC) are DSG as Crew for B-47 Type ACFT in POSIT INDC and on Date INDC ASG as CREW/MER. AUTH: AFR 60-7, 21 JUN 51 and 8AFR 31-1, 24 SEP 53.

POSIT	RANK	NAME	AFSN	DATE ASG CREW	DATE CREW MER COMBAT READY
CREW R30 (Crew Formed: 15 FEB 55 - Combat Ready: 15 FEB 55)					
ACFT COMDR	CAPT	BRUCE W POPE	16483A	15 FEB 55	15 FEB 55
PLT	CAPT	LEO R BEERS	A02078752	DO	DO
AOB	CAPT	MARVIN F PELLETIER	A0741960	1 MAR 56	31 AUG 55
CREW R34 (Crew Formed: 1 FEB 55 - Combat Ready: 31 AUG 55)					
ACFT COMDR	CAPT	ROBERT D HOOVER	A0759685	1 FEB 55	31 AUG 55
PLT	CAPT	JOSEPH F BEHAN	A0809312	1 FEB 55	31 AUG 55
AOB	CAPT	CARLTON R MOORE	A0766333	1 MAR 56	15 FEB 55

BY ORDER OF THE COMMANDER:

OFFICIAL:

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20 March 1956

11. FNO, ORGN INDC, this STA (SAC) are DSG MBR WING MALFUNCTION ED EFF this date. ED will convene at the call of the PRES. At least three (3) DSG MBR must be present at each meeting to constitute a quorum. In the absence of the DSG PRES and/or the DSG recorded, the senior MBR present at the meeting will act as PRES and the junior MBR present will perform the duties of the RCDR. (*) indicate MBR to be called as required by the PRES to act as TECHNICAL Advisors. ED proceedings to be conducted and reported IAW PARA 5c, SAC Manual 66-11 and AFR 11-1. (PARA 1 SO 111, this HQ, 19 DEC 55, is hereby REVO)

<u>RANK</u>	<u>NAME</u>	<u>AFSN</u>	<u>ORGN</u>	<u>POSIT</u>
COL	RALPH G VAUGHAN	A01139983	HQ 307 BOMWG	PRES
COL	ROBERT W CHRISTY	A0421045	HQ 307 BOMWG	MR
LT COL	GEORGE R ANDERSON	23653A	HQ 307 BOMWG	MR
MAJ	EDWIN W JENKINS	A01703834	HQ 307 BOMWG	MR
MAJ	DALE L SAMUELSON	24310A	307 ARMTLCT- MAINTRON	MR
1ST LT	KENNETH L HARTUNG	A02215735	HQ 307 BOMWG	RCDR
LT COL	ROY R SHOWALTER JR	9976A	370 BOMRON	(*)
LT COL	DELOS E RICHARD	6265A	371 BOMRON	(*)
LT COL	KARL Y BENSON JR	A0433451	372 BOMRON	(*)
LT COL	ARTHUR E AENCHBACHER	8127A	307 FLDMAINTRON	(*)
LT COL	ALBERT W LAMBERT	A0478356	307 PERMAINTRON	(*)
LT COL	EVERETT B THURLOW	11668A	307 AREFS	(*)
MAJ	GLENN J LALLY	11598A	HQ 307 BOMWG	(*)
MAJ	BRUNO J ANTONIETTI	A0566455	HQ 307 BOMWG	(*)

12. FNA, HQ 307 BOMWG, this STA (SAC) are Awarded the GOOD CONDUCT MEDAL for their demonstration of HON, EFFCY, and Fidelity during PD INDC. AUTH: AFR 35-50.

<u>RANK</u>	<u>NAME</u>	<u>AFSN</u>	<u>FROM</u>	<u>TO</u>
A/1C	RICHARD E ADAMEX	AF16423425	21 AUG 52	20 AUG 55
A/1C	JOHN L BUTLER, JR	AF13430307	31 MAR 52	30 MAR 56
A/1C	DONALD COLLINS	AF12435318	10 MAR 53	9 MAR 56
A/1C	WILSON FITZPATRICK	AF17369672	5 DEC 52	4 DEC 55
A/1C	CHARLES J GAHM	AF17367409	19 SEP 52	18 SEP 55
A/1C	CHARLES A HADDEN	AF14457571	9 MAY 52	8 MAY 55
A/1C	LAWRENCE H HOLLIS	AF17368729	3 SEP 52	2 SEP 55
A/1C	ROBERT E JONES	AF21939587	29 JUL 52	28 JUL 55
A/1C	STANLEY A ROPIESKI	AF13444966	12 SEP 52	11 SEP 55
A/1C	THEODORE GRANT	AF15499174	23 JAN 53	22 JAN 56
A/2C	DUANE L MAKI	AF16421442	9 JAN 53	8 JAN 56

SO 18, HQ 307 BOMWG (M)(SAC), Lincoln AFB, NEBR, 20 MAR 56 (CONT)

13. GPM VOC, Dates INDC, FNA, ORGN INDC, this STA (SAC) are AUTH to reside off base and RAT SEP EFF Dates INDC. AUTH: AFR 24-1.

A/1C QUINCY M HODGES, AFB7739151	370 BOMRON	15 MAR 56
A/1C GEORGE RANGE JR, AFL4321425	307 ARMTLCIMAINTRON	12 MAR 56
A/1C MARVIN R RAGERS, AFL6419116	307 AREFS	18 MAR 56
A/1C GEORGE R SELLARS, AFL4247997	307 ARMTLCIMAINTRON	8 MAR 56
A/2C WALTER BOENOR, AFL7433202	307 ARMTLCIMAINTRON	8 MAR 56
A/2C FREDERICK R FITZGERALD, AFL3518452	307 FLDMAINTRON	16 MAR 56
A/2C TRAVIS T JOHNSON, AFL8459164	307 FLDMAINTRON	12 MAR 56

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SPECIAL ORDERS)
NUMBER 21)

2 April 1956

1. CAPT GORDON J ROBINSON, AO785513, is REL ASG & DY 370 BOMRON, this STA (SAC) and ASG 307 ARMTCLMMAINTRON, this STA (SAC) RPTG NLT 3 APR 56. PCA. NTL. EDCSA: 5 APR 56.

2. CFM VOC, Dates INDC, ESPWO, FNO 370 BOMRON, this STA (SAC) are DSG as Crew for B-47 tupe ACPT in POSIT INDC and on Date INDC ASG as Crew MBR. AUTH: AFR 60-7, 21 JUN 51 and 8APR 31-1, 24 SEP 53.

POSIT	RANK	NAME	AFSN	DATE ASG CREW	DATE CREW CMBT READY
Crew IN17 (Crew Formed: 22 MAR 56)					
A/C	LT COL	WILLIAM E MILLER	4913A	22 MAR 56	
PLT	2ND LT	PERRY E ESPING	AO3058117	DO	
AOB	1ST LT	ARTHUR E FLUCK	AO2072137	DO	
Crew IN18 (Crew Formed: 22 MAR 56)					
A/C	CAPT	THOMAS G PAUZA	AO842539	22 MAR 56	
PLT	2ND LT	JOSEPH A ROGERS	AO305908	DO	
AOB	CAPT	NORMAN K SIMCOE	AO725090	DO	

3. CFM VOC 21 MAR 56, ESPWO, FNOA, 307 AREFS, this STA (SAC) are DSG Test FLT Crew for one time FLT on KC-97 Type ACFT NR 379 and 801 EFF 21 MAR 56. AUTH: AFR 60-7.

CAPT RICHARD G WESTERMAN, AO819439 1ST LT ROBERT A PETERSON, AO3026177
1ST LT HERLOT A FROST, AO3025993 TSGT PAUL H HODGE, AFL4230712
TSGT VIRGIL JACOB, AFL7249972

4. CFM VOC 17 MAR 56, ESPWO, FNOA, 307 AREFS, this STA (SAC) are DSG Test FLT Crew for one time FLT on KC-97 ACFT NR 801 and 802 EFF 17 MAR 56. AUTH: AFR 60-7.

CAPT RICHARD O DODD, AO760599 1ST LT ROBERT R ELISON, AO3033788
1ST LT EARL J ANDREN, AO3033993 MSGT HAROLD E PENNINGTON, AF6898461
TSGT PAUL H HODGE, AFL4230712

5. A/IC DENNIS G BACK, AFL2454902, 307 AREFS, this STA (SAC) is AUTH to start and run-up KC-97 type ACFT engine assigned to the 307 BOMWG EFF this Date. AUTH: SAC Manual 66-12.

6. MSGT FLOYD G HASTY, AFL8047424, 307 PERMAINTRON, this STA (SAC) is PROM to GR of M/SGT (PERM) in the USAF. Date of Rank: 17 APR 51. TAFMSD: 16 MAR 42. AUTH: PARA 17, AFR 39-29.

SO 21, HQ 307 BOMWG (M)(SAC), Lincoln AFB, NEBR (CONTD)

7. SSGT JAMES H MOORE, AF18349813, HQ 307 BOMWG, this STA (SAC) is PROM to GR of SSGT (PERM) in the USAF. Date of Rank: 17 APR 52. TAFMSD: 13 MAR 48. AUTH: PARA 17, AFR 39-29.

8. FNA, 307 AREFS, this STA (SAC) are PROM to GR of SSGT (PERM) in the USAF, with Date of Rank as INDC. TAFMSD as INDC. AUTH: PARA 17, AFR 39-29.

TECHNICAL SGT CLIFFORD L GUSTASON, AF16275801	DOR: 1 JUN 52	TAFMSD: 1 JAN 48
TECHNICAL SGT HUGH A DELL, AF 12297486	DOR: 17 JUL 51	TAFMSD: 20 JAN 48

9. MSGT WENDELL C PETERSON, AF6824678, 307 AREFS, this STA (SAC) is PROM to GR of MSGT (PERM) in the USAF. Date of Rank: 1 DEC 54. TAFMSD: 20 MAR 40. AUTH: PARA 17, AFR 39-29.

10. SMOP 1 THRU 11 SO 17, CS, this HQ, are amended to include: "PREV Orders in conflict with these instructions are rescinded".

11. CFM VOC, Dates INDC, ESPWO, FNA, ORGN INDC, this STA (SAC) Are AUTH to reside off base and RAT SEP EFF Dates INDC. AUTH: AFR 24-1.

TSGT NOLAN J MARTIN, AF18274810	307 FLDMAINTRON	20 MAR 56
TSGT HOWELL R WITHERSPOON, AF34503650	DO	23 FEB 56
SSGT GEORGE C GEISSLER, AF11238146	DO	26 MAR 56
SSGT WALTER J SMITH JR, AF16372849	HQ 307 BOMWG	21 MAR 56
A/2C ROBERT M JEWETT, AF16478635	307 ARMTELCTMAINTRON	23 MAR 56
A/2C CARL D JONES, AF15520986	371 BOMROW	26 MAR 56
A/3C LOGAN E CLAYCOMB, AF13538731	307 FLDMAINTRON	23 MAR 56
A/3C RAYMOND L WILSON, AF15512819	307 AREFS	29 MAR 56

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W Gottlieb
ROBERT W GOTTLIEB
CAPT, USAF
ADJ

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

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Base Historian

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)
NUMBER 23)

13 April 1956

This Special Order consists of paragraphs 1 thru 15 INCL. Classified
paragraphs: NONE.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

Henry M. Steifman Capt USAF
ROBERT W GOTTLIEB
CAPT, USAF
ADJ

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)
NUMBER 23)

E-X-T-R-A-2-E

13 April 1956

1. FNO, 371 BOMRON, this STA (SAC) are placed on SD with WING STANDARDIZATION SECTION for a PD of fourteen (14) days for the purpose of ACCOMP Annual Standardization Checks EFF this date. AUTH: PARA 6c, ANNE X II, SAC REG 51-4, 14 JUL 55.

CREW R35

CAPT	ROBERT R HALL	AO749234	ACFT COMDR
1ST LT	ROBERT D FRANK	AO3006199	PLT
1ST LT	ROBERT J HILL, JR	AO2074889	AOB

CREW R38

CAPT	RUSSELL R BOWLING	AO2044998	ACFT COMDR
1ST LT	MELVIN S AMES	AO786695	PLT
1ST LT	MICHAEL J SELMO	AO3022686	AOB

2. A/3C JOSEPH P HOFFMAN JR, AF11272637, is REL f om DY and ASG HQ 307 BOMWG, this STA (SAC) and ASG 307 AREFS, this STA (SAC). PGA. NTI. EDCSA: 18 APR 56.

3. CAPT PETER G SAMUELS, AO1684030, HQ 307 BOMWG, this STA (SAC) is DSG COMDR, HQRONSEC, 307 BOMWG, EFF 10 APR 56, vice MAJ CHARLES E BLUE, JR, AO 241039, REL.

4. CAPT PETER G SAMUELS, AO1684030, HQ 307 BOMWG, this STA (SAC) is DSG SECURITY OFFICER, HQRONSEC, 307 BOMWG, this STA (SAC) EFF this date.

5. CAPT PETER G SAMUELS, AO1684030, HQ 307 BOMWG, this STA (SAC) is DSG SUPPLY OFFICER, HQRONSEC, 307 BOMWG, this STA (SAC) eff this date.

6. CAPT PETER G SAMUELS, AO1684030, HQ 307 BOMWG, this STA (SAC) is DSG POSTAL OFFICER, HQRONSEC, 307 BOMWG, this STA (SAC) eff this date.

7. CAPT PETER G SAMUELS, AO1684030, HQ 307 BOMWG, this STA (SAC) is DSG CLASS "A" AGENT, HQRONSEC, 307 BOMWG, this STA (SAC) eff this date.

8. 2ND LT GERALD H CLEMENTS, AO3008921, HQ 307 BOMWG, this STA (SAC) is DSG SQ VOTING OFFICER, HQRONSEC, 307 BOMWG, this STA (SAC) eff this date.

9. SSGT FRANKLIN P NIKKEL, AF19375671, 307 AREFS, this STA (SAC) is FROM to GR of SSGT (PERM) in the USAF. DATE of Rank: 1 MAY 52. TAFMSD: 4 APR 48. AUTH: PARA 17, APR 39-29.

22, HQ 307 BOMWG (M)(SAC), Lincoln AFB, NEBR, 13 APR 56 (CONTD)

10. CFM VOC 9 APR 56, ESPWO, FMOA, 307 AREFS, this STA (SAC) are placed on SD with WING STANDARDIZATION SECTION for a PD of five (5) days for purpose of ACCOMP Annual Standardization Check, Eff 9 APR 56.

CREW T-08

CAPT PHILLIP L MAXWELL, JR, AO2071026
1ST LT SIMON K OTTO, AO3034063
TSGT GEORGE W SMITH, AF34934128

1ST LT RICHARD W BERGGREN, AO3025950
TSGT CHARLES E KELLY, AF17244312
A/1C ARTHUR N REIN, AF16405718

11. SMOP 3 SO 17, CS, this HQ, 16 MAR 56 relating to DSG WING TEST FLT CREWS as pertains to CREWS R08, R33 and R40 is hereby RESCINDED.

12. CFM VOC 15 FEB 56, ESPWO, CAPT JOSEPH J PAVLAS, AO2101657, 307 AREFS, this STA (SAC) is DSG INSTR FLT for KC-97 type ACFT EFF 15 FEB 56. AUTH: SAC REG 60-7.

13. CFM VOC 15 FEB 56, ESPWO, FMO, ORGN INDC, this STA (SAC) are DSG WING TEST FLT CREWS EFF 15 FEB 56 for B-47 type ACFT. AUTH: SAC Manual 66-12.

370 BOMRON

CREW R03

CAPT PAUL G KOUDSI
1ST LT GARLAND G GEE
CAPT ROBERT T WEBBER

AO1909332 ACFT CMDR
AO2227197 PLT
AO2065664 AOB

371 BOMRON

CREW R35

CAPT ROBERT R HALL
1ST LT ROBERT D FRANK
1ST LT ROBERT J HILL

AO749234 ACFT CMDR
AO3006199 PLT
AO2074989 AOB

CREW R36

CAPT WILLIAM E HARDEN JR
1ST LT JOHN F HURST JR
CAPT PHILLIP J BIGAK

AO815095 ACFT CMDR
AO227212 PLT
AO722461 AOB

CREW R38

CAPT RUSSELL R BOWLING
CAPT MELVIN S AMES
1ST LT MICHAEL J SELMO

AO2044998 ACFT CMDR
AO786695 PLT
AO3022696 AOB

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAG)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)
NUMBER 23)

E-X-T-R-A-C-T

13 April 1956

14. CFM VOC, Dates INDC, ESPWO, FNA, ORGN INDC, this STA (SAG) are AUTH to reside off base and RAT SEP EFF Dates INDC. AUTH: AFR 24-1.

SSGT BOBBY B MOORHATCH, AF19437613
SGT NORBERT L THOELE, AF17373875
A/1C L C GOINS, AF16430736
A/1C EDWARD M LYLE, AF14431840
A/1C DONALD A MOWRY, AF19498350
A/2C ROBERT G BOSLEY, AF15514996
A/2C CLIFFORD E HARRIS, AF19519656
A/2C JEROME Q LARSON, AF55077127
A/2C HENRY R MILLER, AF16444065
A/2C ROBERT A WOOTON, AF17429085
A/3C BUEL G HARMS, AF25866382

307 AREFS	10 APR 56
371 BOMRON	6 APR 56
372 BOMRON	7 APR 56
307 FLDMAINTRON	1 APR 56
372 BOMRON	9 APR 56
307 ARMTLCTMAINTRON	10 APR 56
HQ 307 BOMWG	8 APR 56
307 ARMTLCTMAINTRON	13 FEB 56
307 PERMAINTRON	10 APR 56
307 ARMTLCTMAINTRON	9 APR 56
307 AREFS	8 APR 56

15. CFM VOC 12 APR 56, ESPWO, 1ST LT ROBERT R ELISON, AO303788, 307 AREFS, this STA (SAG) is DSG INSTR OBSR EFF 12 APR 56 for KC-97 type ACFT. AUTH: SAC REG 60-7.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W GOTTLIB
CAPT, USAF
ADJ

Robert W Gottlieb
ROBERT W GOTTLIB
CAPT, USAF
ADJ

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)
ORDERS 24)

17 April 1956

1. FNO, are REL ORGN INDC, this STA (SAC) and ASG ORGN INDC, this STA (SAC) RPT NLT 18 APR 56. PCA. NTI. EDCSA: 19 APR 56.

RANK	NAME AND AFSN	REL FROM	ASG TO
CAPT	FRANK J BATH, JR, 26899A	372 BOMRON	371 BOMRON
CAPT	LEO R BEERS, AC2078752	371 BOMRON	372 BOMRON
1ST LT	ALBERT R MASSERINI, AO1855651	372 BOMRON	371 BOMRON
2ND LT	FRANK A WANEX, AO3056680	372 BOMRON	371 BOMRON

2. A/IC HENRY R BIGELOW, AF11252071, is REL ASG and DY 307 ARMTELCTMAINTRON, this STA (SAC) and ASG HQ 307 BOMWG, this STA (SAC) PCA. NTI. RPT NLT 20 APR 56. EDCSA: 20 APR 56.

3. 1ST LT RICHARD H STROME, AO3009364, is REL ASG and DY 371 BOMRON, this STA (SAC) and ASG HQ 307 BOMWG, this STA (SAC) PCA. NTI. EDCSA: 20 APR 56.

4. CFM VOC, 9 APR 56, ESPWO, CAPT LEON W MCCRARY, 18469A, 370 BOMRON, this STA (SAC) is DSG INSTR PLT for B-47 type ACFT EFF 9 APR 56. AUTH: SAC REG 60-7.

5. FNA, 372 BOMRON, this STA (SAC) are AUTH to sign off RED CROSS CONDITIONS on B-47 type ACFT IAW T.O. 00-20A-1.

MSGT KENNETH C BOONE, AF37701225 TSGT WARD W FAIRES, AF19259252
TSGT CLYDE T MOSER, AF17160667

6. CFM VOC, Dates INDC, ESPWO, FNA, ORGN INDC, this STA (SAC) are AUTH to reside off base and RAT SEP EFF Dates INDC. AUTH: AFR 24-1.

SSGT ORTA L OTINGER, AF34334628	307 PERMAINTRON	16 APR 56
SSGT ALTON D TAYLOR, AF14361440	HQ 307 BOMWG	12 APR 56
SSGT ROBERT L WHITE, AF26941046	307 TAC HOSP	25 FEB 56
A/IC ROBERT S ELLER, AF14233423	307 FLDMAINTRON	11 APR 56
A/IC WILLARD G OWENSEY, AF13488986	370 BOMRON	16 APR 56
A/2C DAVID SHERMAN, AF13545477	307 ARMTELCT- MAINTRON	13 APR 56
A/3C SAMUEL ROSS, JR, AF18454339	DO	16 APR 56

BY ORDER OF THE COMMANDER:

OFFICIAL:

Harold M. Steifman
HAROLD M STEIFMAN
CAPT, USAF
ASST ADJ

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)
NUMBER 25)

20 April 1956

1. FMA, ORGN INDC, this STA (SAC) are PROM to GR INDC in the USAF (TEMP unless otherwise INDC) EFF this Date. Date of Rank: 1 APR 56. AUTH: AFR 39-29; SAC REG 39-6; 8AF REG 39-4; and MSG 8AF PDR2 12216, 9 APR 56.

<u>GRADE</u>	<u>NAME</u>	<u>AFSN</u>	<u>PRIM AFSC</u>	<u>ORGN</u>
<u>TO MASTER SERGEANT</u>				
TECHNICAL SGT	JACK H OREWYLER	AF19356327	43171B	307 AREFS
TECHNICAL SGT	CHRISTIAN W WORM JR	AF19353448	43371	DO
TECHNICAL SGT	HENRY R GETTYS	AF34771378	64173	372 BOMRON
<u>TO TECHNICAL SERGEANT</u>				
SSGT	GLENN PINNICK	AF15260724	43171B	307 AREFS
SSGT	PAUL E TAHSLER	AF15262705	73270	HQ 307 BOMWG
SSGT	JOHN W DESSENBERGER	AF17210110	43371	307 AREFS
SSGT	HERMAN H WILBUR	AF11202390	32370C	307 ARMTLCT-MAINTRON
<u>TO STAFF SERGEANT</u>				
1st	WAYNE L LUEHRS	AF16411480	70250	370 BOMRON
A/1C	WILLIAM C WHITE	AF14492379	43151E	371 BOMRON
A/1C	DANIEL GONZALES	AF19451456	43151E	371 BOMRON
A/1C	CALVIN T LA BERTEAUX	AF19452974	73250	372 BOMRON
A/1C	ARCHIBALD C STREETER JR	AF18002729	70250	HQ 307 BOMWG
A/1C	SYLVESTER ROBERTS	AF14474225	64151	307 PERMAINTRON
A/1C	GERALD G CARSON	AF17358788	43251	DO
A/1C	JAMES J SKINNER	AF12424427	64151	DO
A/1C	CHARLEY E WHITEHEAD JR	AF17310147	43251	DO
A/1C	LLOYD M MARCHAND	AF16274564	42152	307 FLDMAINTRON
A/1C	NORMAN W DOUGLAS	AF17329019	58151	DO
A/1C	KENNETH E SMITH	AF18431855	43251	DO
A/1C	LONZO E AKRIDGE	AF14480963	47250	DO
A/1C	LEON D GORDON	AF14433105	43350	307 AREFS
A/1C	ROBERT B MCCLAIN	AF16397583	43350	DO
A/1C	ARTHUR N REIN	AF16405718	29352	DO
A/1C	PAUL E SWEETMAN	AF11234114	43251	DO
A/1C	CHARLES H RILEY	AF13398818	30151A	307 ARMTLCT-MAINTRON
A/1C	ROBERT R SHANK	AF17366829	30151A	DO
A/1C	WILLIAM A BLAKE JR	AF11257695	30153B	DO
<u>TO AIRMAN FIRST CLASS (PERM)</u>				
A/2C	GERALD C GRANT	AF11271399	32350C	HQ 307 BOMWG

30 25, HQ 307 BOMWG (M) (SAG), Lincoln AFB, NEBR, 20 APR 56 (CONTD)

TO AIRMAN SECOND CLASS (PERM)

A/3C	GARY L THOMAS	AF25034485	70230	HQ 307 BOMWG
A/3C	HUGO G ZWICKER	AF19542093	22330	DO
A/3C	LARRY C CARLISLE	AF17445616	73231	DO

2. FNA, are REL from DY and ASG ORGN INDC, this STA (SAG) and ASG HQ 307 BOMWG, this STA (SAG) PCA. NTI. EDCSA: 24 APR 56.

<u>RANK</u>	<u>NAME AND AFSN</u>	<u>REL FROM</u>
37T	LAWRENCE D NEELY, AF14482836	372 BOMRON
SSGT	CALVIN T LA BERTEAUX, AF19452974	DO
SSGT	THEODORE J DEARTH, AF15479705	371 BOMRON
SSGT	WAYNE L LUEERS, AF16411480	370 BOMRON
A/1C	STANLEY C SCARVEY, AF14491454	307 PERMAINTRON
A/1C	CLARENCE M STONE, AF14481905	307 FLDMAINTRON
A/2C	GERALD K MELLINGER, AF19497396	307 AREFS
A/2C	JOSEPH RIGGO, AF16454844	DO
A/2C	WILLIAM A CONNERS, AF13512129	DO
A/2C	ERNEST F PURNELL, AF13510969	372 BOMRON

3. CFM VOC 16 APR 56, ESPWO; FNA, ORGN INDC, this STA (SAG) are AUTH to reside off base and RAT SEP EFF 16 APR 56. AUTH: AFR 24-1.

SSGT	DONALD H MOORE	AF16292338	307 AREFS
A/1C	RICHARD H SPANYERS	AF17386005	307 PERMAINTRON

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

Harold M. Steifman
HAROLD M STEIFMAN
CAPT, USAF
ADJ

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HEADQUARTERS 307TH AIR REFUELING SQUADRON
LINCOLN AIR FORCE BASE, NEBRASKA
16 MARCH 1956

SECRET

307TH AIR REFUELING FLIMSY

for

"HOME RUN"

OPERATIONS ORDER 72-56

9

3 ARFFS-150-56

Containing 1 Pages

Airplane Commander and Navigator Flimsy: 1 Pages

Radio Operator Flimsy: 1 Pages

Engineer Flimsy: 1 Pages

Boom Operator Flimsy: 1 Pages

6-8-2187

Copy 1 of 15 Copies

Page 1 of 1 Pages

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1308

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THIS IS OPERATION "HOME RUN"
(Directed by 8th Air Force OPRD 72-56)

1. GENERAL SITUATION.

a. The requirement exists to conduct cold weather exercise with RB-47 aircraft and to test photo reconnaissance equipment under arctic conditions. X DAY is 20 March 1956. Unclassified nickname is "HOME RUN".

(1) INTELLIGENCE: "AIR OPERATIONS" (PEACE TIME) SAC
Manual 55-12 will apply. Exception: Crew mission folders will be carried.

(2) FRIENDLY FORCES:

- (a) 218th Air Base Group: Will provide messing, transportation, and POL support to meet the requirements of the 307th AREFS in support of this operation.
- (b) 1911 AACS Detachment 2: Will provide tower facilities, electronic navigational aids and electronic landing aids.
- (c) 2nd Weather Squadron, Detachment 8: Will supply weather information and conduct required weather briefing.
- (d) 307th Tactical Hospital: Will provide tactical support.

2. MISSION: To refuel four (4) RB-47 aircraft from the 55th Strat. Recon. Wing, 21st ADIV, Forbes AFB, Kansas. To provide a weather aircraft to scout the refueling area in accordance with SAC Manual 55-12.

Page 2 of 7 Pages

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6-5-2187

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3. GENERAL INSTRUCTIONS: Applicable portions of SAC Manual 55-12 "AIR OPERATIONS (PEACE TIME)", SAC Manual 55-10 "TACTICAL DOCTRINE AIR REFUELING", SAC Manual 100-1 "COMMUNICATIONS/RENDEZVOUS PROCEDURES FOR AIR REFUELING."

SECRET

Page 3 of 17 Pages

6-3-2157

1310

SECRETAIRPLANE COMMANDER AND NAVIGATOR FLIMSY1. GENERAL.

- a. Refueling will be accomplished as a pre-strike mass air refueling in accordance with SAC Manual 55-10. Quick rise type of formation.
- b. Refueling RB-47 type aircraft from Forbes AFB (call sign Pigtail). Tanker take off and return to Lincoln AFB.
- c. Communications in accordance with SAC Manual 100-1, C/R PLAN ANN ZI will apply.
- d. Rendezvous at Green Bay VOR Wisconsin.
- e. Off load 40,000 pounds RADIO SILENCE.
- f. Unclassified nickname is "Home Run".
- g. X-Day is 20 March 1956 but the 307th AREFS is scheduled X+1 (21 March 1956).
- h. Crew report three (3) hours before take off and mission briefing upstairs at Base Operations one (1) hour and forty-five (45) minutes before take off.

2. ROUTE:

	<u>TANKERS</u>						<u>ELAP</u>
	T.G.	VAR	ALT	TAS	DIST	TIME	TIME
IAFB	062	-9		201	117	:35	:37
I.O.	062	-5	15M	230	266	1:09 $\frac{1}{2}$	1:46 $\frac{1}{2}$
CRP.	036/216	-3	"	228		:30	2:16 $\frac{1}{2}$
DEP. ORB.	036	-2	"	"	60	:16	2:32 $\frac{1}{2}$
REND.	036	0	"	275	120	:26	2:58 $\frac{1}{2}$
RND. RFF.	229	-3	"	212	351	1:39	4:37 $\frac{1}{2}$
RETURN	244	-8	"	212	220	1:02 $\frac{1}{2}$	5:40

Page 4 of 12 Pages**SECRET**

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	WEATHER		ALT	TAS	DIST	TIME	FLAP TIME
	T.C.	VAR					
IAPB	062	-9		196	50	:16	:18
L.O.	062	-5	15M	220	333	1:31	1:49
ORBIT POINT	036	-2	"	"	60	:16	2:05
GREEN BAY VOR, WIS							
END REF.	036	0	"	"	120	:33	2:38
GREEN BAY VOR, WIS	216	0	"	"	120	:33	3:11
REMAIN IN AREA						2:33	5:44
ORBIT POINT	216	-2	"	"	60	:16	6:00
IAPB	242	-6	"	"	383	1:45	7:45
LAND						:20	8:05

3. DANGER AREAS:

a. R-200 Camp McCoy, Wisconsin. Time and altitude unlimited.

The southeast corner is 15 miles from the return track.

b. R-468 Three miles south of Babcock, Wisconsin. Day VFR to an altitude of 12,000 feet only. The southeast corner is eight (8) miles from the return track.

NOTE: The northern boundary of the Eastern Defense Area is along the 47th parallel. The Northern ADIZ will be penetrated if the normal end of refueling point is overflowed by approximately sixty-five (65) miles.

4. ALTERNATE AIR BASES:

	Enroute Time
a. Forbes AFB, Kansas	0:40
b. Offutt AFB, Nebraska	0:15
c. Whiteman AFB, Missouri	1:05

5. EMERGENCY AIR FIELDS:

	Coordinates
a. Des Moines, Iowa	41° 30'N. 93° 40'W
b. Truax Field, Madison, Wis.	43° 10'N. 89° 20'W
c. Gen Mitchell, Milwaukee, Wis.	42° 58'N. 87° 55'W
d. Ford Field, Iron Mountain, Mich.	45° 48'N. 88° 05'W
e. Escanaba, Michigan	45° 50'N. 87° 05'W

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6. WEATHER SCOUT: Weather scouting will be in accordance with SAC Manual 55-12. The 307th AREFS will provide a weather aircraft which will arrive in the refueling area not later than two(2) hours prior to the ETA of the first receiver and will remain until the final air refueling is completed. The weather scout will relay current weather information to Adams Control each half-hour and will contact the tanker leader thirty (30) minutes prior to his ETA orbit point.

7. SPARE AIRCRAFT:

- a. No airborne spares are authorized for this operation.
- b. Two (2) ground spares will preflight and stand by on Adams frequency for possible utilization in the cell formation.
- c. One (1) weather spare will be preflighted and stand by Adams Control frequency for possible utilization.

8. REPORTS TO ADAMS CONTROL:

- a. Report aircraft status at least one (1) hour prior to take off.
- b. Contact control after take off.
- c. Cell leader will relay off load report to Adams Control when within 100 nautical miles of Lincoln.

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6-5-2187

OPERATION HOME RUN										
21 35										
Position	Read Procedure	Take Off Time (Z)	Altitude	Airplane Commander	Tanker Call Sign	Receiver Call Sign	UHL Initial	UHF Primary	VHF Tanker	Misc.
Leader	Pre-Target Ann (Z)	0445C 1045	15,000	(THORUP) LONG	Runner Ann Ldr. 278	Pigtail Ldr	311.0	256.0	142.20(C) 122.90(Z)	
#2		0446C 1046	15,500	NUTTY	#2 799	#2	311.0	256.0	↑	
#3		0447C 1047	16,000	KEILUVA	#3 728	#3	311.0	256.0		
#4		0448C 1048	16,500	MAC CALLUM	#4 801	#4	311.0	256.0		
Spare				WESTERN	800				↓	
Spare				CHAMBERS	795				142.20(C) 122.90(Z)	
WX Ship	2075	2355C 0555		THUNDER PALLAS	Runner 375		311.0	256.0	142.20(C) 122.90(Z)	
WX Spare					375				"	
Outtake of Briefing - Crew Report Ready Time				0900 - (0300) 0145(C) 0726(C)						

SECRET

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PLAT	MISSION	CHIEF NO.	PLAT NO.	ORGANIZATION	TYPE	DATE											
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:15%;">ENCL START</td> <td style="width:15%;">T. O.</td> <td style="width:15%;">LAND</td> <td style="width:15%;">FLIGHT TIME</td> <td style="width:40%; text-align: center;"> "HORN RUN" WX SCOUT </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>							ENCL START	T. O.	LAND	FLIGHT TIME	"HORN RUN" WX SCOUT						
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SUN	MOON	TWILIGHT															
RAISE	SETS	RAISE SETS A. M. P. M.															
Descent to <u>LINCOLN AFB, NEBR</u> Destination <u>LINCOLN AFB, NEBR</u>				SWITCH FAST SLOW Rate <u>sec/ft</u> GAIN <u>LOSS</u>													
OFFICIAL: ALT. SETL (SIGNATURE) L NAME: REQ. PLIGHT PLAN				AT SCT (DATE)													

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SECRET
RADIO OPERATOR FLIMSY

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1. Communications procedures will be in accordance with CEF's, ACP's, and JANAP's, appropriate regulations and letters, radio facility charts and supplementary flight information documents, as modified herein.
2. Recognition procedures will be in accordance with ACP-156 and 158 as indicated in the rear cover of the AFSAL.
3. IFF will be operated "MODE 2 NORMAL" by the formation leader and any aircraft flying separately. All others in formation will show "MODE 2 STANDBY".
4. Authentication will be in accordance with AFSAL 5104 ().
5. Emergency procedures will be in accordance with ACP 130, 135, and current radio facility charts.
6. Security will be safeguarded in accordance with ACP-122, AF Reg 205-1, and SACCEI.
7. All Radio Operators will be prepared to produce the following charts:
 - LINCOLN AL-232-RNG
 - OFFUTT AL-544-ADF (SEE OMAHA)
 - WHITEMAN AL-496-ADF (SEE KNOXNOSTER)
 - FORBES AL-424-RNG (SEE TOPEKA)
 - DES MOINES AL-117-RNG
 - GENERAL MITCHELL AL-262-RNG (SEE MILWAUKEE)
 - TRUAX AL-245-RNG (SEE MADISON)
 - Others as required
8. Procedure COCA will apply. M-19 reports will be submitted by the lead aircraft only. All other operators will monitor only. Thirty (30) minute T-18 reports will be submitted by the weather scout while in the refueling area. T-11 report will be submitted by the lead operator as

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soon after end-refueling as is practicable. First words of the text of all reports will be "ZIPPO, HOME RUN".

9. Frequencies are as follows:

BEACON 1-2-1

RENDEZVOUS TANKER: T8-R6
RECEIVER: R8-T6

UHF INITIAL CONTACT 311.0 MCS

PRIMARY REFUELING 256.0 MCS

VHF BACKUP 121.5 MCS (Receiver will acknowledge by turning off his rendezvous equipment momentarily)

H/F BACKUP 5710.5 KCS

10. Call signs in Air/Air communications will be as follows:

RECEIVERS: PIGTAIL LEADER, TWO, THREE, FOUR

TANKERS: RUNNER ANN LEADER, TWO, THREE, FOUR

WEATHER SCOUT: HOME RUN WEATHER SCOUT (FOR WEATHER REPORTS ONLY)

11. All aircraft will operate UHF in T/R plus G at all times. BC-454 on 5710.5 KCS till contact established with receivers, Weather Scout and tanker leader will use MUF, control stations for this mission are as follows: Andrews, primary; Loring, secondary; Offutt, tertiary. Number two aircraft will monitor 6738 KCS the entire mission; Number three, 4724.5 KCS; Number four, 11228 KCS. All radio operators will pay particular attention to the monitor and log periods as follows: :05 to :08, :25 to :28 and :45 to :48 minutes past every hour to intercept "F" or R type messages. VHF will be channelized to include 142.20 "E" (P) and 122.90 "F" (S) tanker interplane. Tanker commander will designate one aircraft

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in the formation to continuously monitor 121.5 MCS. Aircraft leaving the formation will submit individual M-19 reports and turn IFF to NORMAL.

12. Receiver tactical call sign, ETA's, and intentions of unrefueled receivers will be obtained for use in required reports.

13. Format of the T-11 Report is as follows:

ANDREWS DE RUNNER _____ - 67 K (K) T - CURFEW - NIAGRA -
JASPER ALFA - and TRADE BRAVO - BREAK -
BREAK - ZIPPO HOME RUN -
A - ALFA - RUNNER ANN
B - BRAVO - RUNNER WAVE TWO HOME RUN
C - CHARLIE - FOUR PIGTAIL
D - DELTA - ESTIMATING (PIACE (TIME)Z
E - ECHO - NEGATIVE (Or receivers not
refueled and intentions if known)

14. Format of the T-18 Report is as follows:

ANDREWS DE HOME RUN WEATHER SCOUT - 67K (K) T - CURFEW - NIAGRA -
JASPER ALFA - AND TRADE BRAVO -
BREAK - ZIPPO HOME RUN (Clear
text items of weather as observed
in the refueling area every
thirty (30) minutes).

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15. Format of the T-19 Report is as follows:

ANDREWS DE RUNNER _____ - 67 K (K) T - CURFEW - JASPER ALFA -

AND TRADE BRAVO - BREAK - ZIPPO HOME

RUN FOUR AIRCRAFT _____ N _____ W

_____ Z _____ THOUSAND FEET

_____ DEGREES SPEED _____ K.

(Tactical call sign of tanker and intentions if abort occurs in flight).

Recall word - Chivalry

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6-8-5181

SAC FORM 316
12 MAY 68

REPLACES SAC FORM 8D-12, 1 AUG 64
WHICH IS OBSOLETE.

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Air Force - SAC, Offutt Cr 1219(84)

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ENGINEER'S FLIGHT PLAN				DATE OF MISSION		TYPE OF MISSION	
				21 March 1956		Home Run "Weather"	
WING 307th Bomb Wg		SQUADRON 307th ARW		TYPE MODEL/SERIES KC-97-G		COMPLETE SERIAL NO.	
FIRST ENGINEER (Name and Grade) WATASHI				SECOND ENGINEER (Name and Grade)			
1. WEIGHT COMPUTATIONS A. ACFT BASIC WT 9 0 0 0 B. OIL, ENG (On Leg) 1 4 7 0 C. OIL, JET D. CREW 11 Men 2 0 0 0 E. AMMO (50%) F. GARRS G. MISC H. FUEL RESERVE 1 8 4 9 5 I. MIN LANDING WT 1 1 8 1 5 J. OFF-LOAD FUEL K. AMMO (50%) L. GEMMS M. CHAFF N. OIL USED O. FUEL EXPENDABLE 2 8 8 4 5 P. TAKE-OFF GROSS WT 1 4 0 8 1 0				2. TAKE-OFF DATA A. DENSITY (Lbs) 6.0 per Gal B. TOTAL LOAD (Lbs) 46740 C. REQUIRED (Lbs) 28245 D. RESERVE (Lbs) 18495 E. ON-LOAD (Lbs)		Temp -56° F. D.P. 45° F. P.W. 1250 M.P. 3440 Wet RPM	
3. REMARKS 99% RAS - IVACA DAY TEMP - AUTO LEAN CHARTS R/O 435' Mls.							
				NO WIND PLAN			
				WIND PLAN			
A. COND TION B. P ₀ C. QAT D. RPM E. ENG P/F F. TOTAL FUEL FLOR G. TOTAL FUEL USED H. GROSS WEIGHT I. EAS J. AIR DIST K. Δ TIME L. Δ FUEL USED M. END DIST				A. COND TION B. P ₀ C. QAT D. RPM E. ENG P/F F. TOTAL FUEL FLOR G. TOTAL FUEL USED H. GROSS WEIGHT I. EAS J. AIR DIST K. Δ TIME L. Δ FUEL USED M. END DIST			
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4. CR #2				4. CR #2			
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LOW-LEVEL FLIGHT

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1. The following procedures will be used during all mass refueling missions and radio silence contacts.

a. For mass refueling in formation, boom type tanker aircraft other than the tanker flight leader will not start the refueling run unless their air refueling equipment is operational.

b. During mass refueling all tankers with operational air refueling systems that have transferable fuel will leave their boom trailed until all receivers have been refueled.

c. In the event of a tanker air refueling system malfunction on the refueling run during mass refueling tanker should stop boom, inform receiver of fuel transferred and remain in formation.

d. An 18" x 12" placard will be displayed flight to last refueling operator's window upon completion of fuel transfer. Large numerals representing hundred pound increments of fuel transferred will be printed on this placard.

2. Visual signals:

a. The following signals will apply:

- (1) Up and down movement of the boom ending in trail position with boom extended 2 feet means that the tanker is "ready" for contact. The receiver should check his signal system and move into contact position.
- (2) Up and down movement of the boom ending in stored position indicates that there is a malfunction in the tanker that will be fixed shortly. The receiver should remain in the observation position until malfunction is corrected or until the receiver pilot deems it necessary to depart.
- (3) Side to side movement of the boom extended 2 feet ending in trail position indicates that the tanker is fully operative and requests that the receiver check his air refueling system.
- (4) Side to side movement of the boom with the boom retracted and ending in trail indicates that prescribed fuel load has been transferred.

b. In addition to the above visual signals, should it be necessary to use emergency override during loss of communications or near hostile areas, the following signals will be used:

- (1) Boom operator will indicate use of emergency override by trailing fully extended boom.
- (2) Receiver pilot will acknowledge by flashing both landing lights.
- (3) Boom operator will then retract boom to "ready" position and stand by for contact.

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- (4) The need for emergency breakaway by tanker will be indicated by tanker's incremental power rapidly to maximum, and climbing. The pilot director lights will be turned off and on rapidly to inform the receiver pilot that breakaway of emergency nature is desired. Receiver pilot will immediately initiate disconnect.

CAUTION. Receiver pilot must initiate all disconnects during emergency breakaway condition, since the limit switch and boom operator's disconnect switch will be inoperative.

- (5) Should the receiver pilot desire breakaway, he will initiate the disconnect, reduce power to idle, and drop back behind the tanker.

NOTE: In the event a signal coil wire is broken going into contact and contact made light does not illuminate, blink pilot's director lights for breakaway.

3. Under night or low visibility conditions the following lighting provisions will apply:

a. Night refueling lights will be turned on by the tanker aircraft when in positive radar contact with the receiver and the range has closed to 30 nautical miles. If no radar contact is made, the refueling lights will be turned on 15 minutes prior to the latest ETA of the receiver.

b. Navigation lights and rotating beacons will be bright and flashing and boom lights will be on during final stages of rendezvous. If rotating beacons are not installed, boom operators should be equipped with Aldis lamps, with red slide attached, that will be shown rearward out the pod to assist the receiver pilot during the last ten miles of approach.

c. When receiver arrives in the contact area, the navigation lights will be turned to "dim", the pilot-director lights will be turned to low intensity, rotating beacons will be turned off and/or the Aldis lamp will be disconnected. Boom lights will also be dimmed, as these lights shine directly into the receiver pilot's eyes.

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SPECIALIZED TRAINING FORMAT

1. Fuel load 40,000, fuel off load to each receiver 40,000, Type Receiver RA47, Altitude 15,000.
2. Summary of the type of formation as it pertains to areas of search and safe clearance between aircraft.
Standard Mass Refueling

3. Any special or unusual tactics expected to be used by receiver.
 1. None
 2. Standard Radio Silence if Possible
 3. Aldis Lamp signals according to SAC Manual 55-10

4. Safety precautions to be observed.
Do not touch the nose or radar section of receiver, they are vulnerable

5. Postflight procedures for Air Refueling Systems to be accomplished on landing, special instructions relative to taxiing away from base station should be indicated.

6. Questions:

SECRET

307th Air Refueling Wing, 307th Bomb Wing (M), 1 - 31 March 1956

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Nebraska

307DOT

6 April 1956

SUBJECT: Wing Commander's Remarks, 1 - 31 March 1956 (4-SAC-T12)

TO: Commander
Eight Air Force
Westover Air Force Base
Massachusetts

PART VI - Wing Commander's Remarks

Due to the necessity of using a large percentage of the Air Refueling Squadron's resources for training and upgrading of non-ready crews during the quarter just ended it was anticipated that the accomplishment of the requirements of SAC Reg 50-8, for this squadron would be impaired. Complications in this problem were those of propeller TUC and high engine time. The fact that this squadron accomplished 93% of their required training though faced with these problems indicates a high degree of application and operational skill.

Louis G. Thorup

LOUIS G. THORUP
Colonel, USAF
Commander

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6C-2393

4-1300-c

1326

307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 March 1956.

HEADQUARTERS
307TH AIR REFUELING SQUADRON (M)
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

3ARS

3 April 1956

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCS: 4-SAC-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base, Nebraska

PART V - Squadron Commander's Remarks.

a. Hours flown performing missions ordered by:

1. Higher Headquarters:

	HOURS PROGRAMMED	HOURS ACCOMPLISHED
<u>COMMITMENT</u>		
a. Operations "Home Run"	None	40:30

(1) Commitment received too late to be programmed for this month.

2. Eighth Air Force Air Training Priorities:

PRIORITY	COMMITMENT	HOURS PROGRAMMED	HOURS ACCOMPLISHED
1.	Air Force Regulation 60-2	Concurrent with other flying.	
2.	Non-Ready Crew Training	15:00	18:00
3.	Combat Ready Crew Training	514:00	563:15
4.	Staff Proficiency	20:00	7:15
5.	Ferrying of Aircraft	0:00	1:55
	TOTAL -	549:00	590:25
	TEST -	15:00	16:50
	GRAND TOTAL -	564:00	607:15

The following explanation is made of significant differences between programmed and accomplished flying time.

- (a) Reference Priority 1: flown in conjunction with other missions.
- (b) Reference Priority 2: No significant difference.
- (c) Reference Priority 3: Operation Home Run not programmed. 40:30 hours flown in accomplishing this operation.
- (d) Reference Priority 4: Staff personnel participated in Operation Home Run making a total of 24:05 hours flown.

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 March 1956.
307ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12).

- (e) Reference Priority 5: Return flights of missions diverted because of weather.
- b. Weather or Local Conditions:
 - 1. High cross wind components of this base resulted in one mission being cancelled. Time lost 5:00 hours.
- c. Restrictive Directives:
 - 1. None.
- d. Combat Crew members gains and losses:
 - 1. Crew members gained:
 - (a) Pilots: Six (6).
 - (b) Flight Engineers: One (1).
 - 2. Crew members lost:
 - (a) Navigators: One (1) Discharged.
 - (b) Radio Operators: One (1) Discharged.
 - (c) Boom Operators: Two (2) One Discharged, One physical disqualifications.
- e. Crew Member Changes:
 - 1. Pilots: (1) One.
 - 2. Boom Operators: Three (3).
- f. New Crews:
 - 1. None.
- g. Crew status changes: None.
 - 1. Number of Combat Ready Crews Assigned: (20) Twenty, T01, T03, T04, T05, T06, T07, T08, T09, T10, T11, T12, T14, T17, T18, T19, T20, T22, T23, T24, T25.
 - 2. Number of Non-Combat Ready Crews Assigned: One (1), IM13.
 - 3. Not applicable to Air Refueling squadrons.
 - 4. Number of Non-Combat ready crew assigned to the 307th Air Refueling Squadron: One (1), Proposed date of upgrading of this crew:
 - (a) Crew Date
IM-13 1 May 1956

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 March 1956.
307ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12).

(1) Reference (a): Crew IM-13 check out complete except for the Engineer. The Engineer failed the AFSC upgrading exam, however he has re-taken the exam and is presently awaiting the results.

h. Standardization Crews:

1. Wing Standardization Crew: T-01.
2. Assistant Wing Standardization Crew: T-11.

i. Materiel and Personnel Problems:

1. Materiel:

(a) The supply situation has regressed considerably during the past 30 days. This situation can not be pin pointed to any particular item. We are having difficulty in obtaining parts that we use every day such as Tach Generators and engine cylinders. We have back orders dating back to 16 Dec 55 on heater fuel pumps. Propeller T.O.C. has hindered our operation in the past and will continue through the month of April 1956. Canibalization has increased sharply during the past 30 days. This in turn has increased the work load of the field maintenance Squadron.

2. Personnel:

(a) The shortage of qualified propeller specialists remains a serious problem.

j. SAC Minimum Training Requirements:

1. The squadron completed 36% of the quarterly SAC Regulation 50-8 training requirements during this month. This results in an aggregate total of 93% for the quarter.

- (a) Special emphasis placed on the 51-19 check out program for B-47 crews of the 307th Bomb Wing has required additional Air Refueling missions to be scheduled with long pattern times. This has resulted in time being diverted from other 50-8 training requirements by this squadron, and necessitated pilot proficiency missions to be scheduled on turn around aircraft.
- (b) Three pilot proficiency missions not accomplished due to a high abort rate on these turn around aircraft.
- (c) Four heavy weight radio silence off-loads not accomplished on Operation Home Run due to the receivers inability to accept more than 35,000 pounds of fuel and one receiver abort.
- (d) Two night heavy weight radio silence off-loads not accomplished due to receiver aborts on a wing directed mass refueling mission.

3. CONFIDENTIAL

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307th Air Refueling Squadron, 307th Bomb Wg (M), 1 - 31 March 1956.
 307ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T112).

k. Non-Ready crews capable of deploying:

1. One (1), IM-13.

l. Non-Ready Crew Training:

1. Comparison of available ready and non-ready crews flying time:

<u>CREWS AVAILABLE</u>	<u>AVERAGE TIME PROGRAMMED</u>	<u>AVERAGE TIME ACCOMPLISHED</u>
20 Combat Ready	27:00	28:10
1 Non-Combat Ready	15:00	18:00

2. Individual Crew Member Training:

<u>CREW POSITION</u>	<u>IM-13</u>
Aircraft Commander	18:00
Pilot	DNIF
Navigator	18:00
Flight Engineer	31:00
Radio Operator	24:00
Boom Operator	35:00

- (a) Crew IM-13 programmed for only 15:00 hours integral crew training. The only crew member not completely checked out is the Flight Engineer who received 31:00 hours flight training for a quarterly total of 86:50 hours.

m. Deleted.

n. Field Training Operations:

1. None.

o. Special Training Month Remarks:

1. Not applicable.

p. Comments or recommendations of the Squadron Commander.

1. Training accomplished in accordance with SAC Regulation 50-8 was only 93% complete; however, the requirements not completed such as Pilot Proficiency and Navigation were offset by the increased number of short sorties on air refueling missions which tend to maintain pilot proficiency. Navigation training on these short sorties will not permit record activity, nevertheless considerable navigation training is accomplished.

Francis E Strom
 FRANCIS E STROM
 Major, USAF
 Commander

60-2393

CONFIDENTIAL 4.

1330

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REFUELING AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																			
										307th Air Refueling Squadron		March		1		3		4-SAC-T12																			
A. GENERAL				B. RENDEZVOUS			C. REFUELING										D. NAVIGATION					E. CREW PROF.															
1	2	3	4	5	6	7	8										9					10					11		12	13							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 68		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-8		TOTAL	WITH BOMBER		WITH FIGHTER		REST		IN RADIO SILENCE		IN DARKNESS		TO GROSS WEIGHT OF RECEIVER		DRY HOOK-UPS		NIGHT CELESTIAL					OTHER LEGS		EMERGENCY PROCEDURES	MONTH COMPLETED LAST STANDARDIZATION CHECK				
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5			NO. OF LEGS	DAY CEL.	GRID	CEL.
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
T01	KC097	10	54	-	-	02	01	-	-	01	01	01	01	-	-	-	-	01	01	01	01	-	-	-	-	-	-	-	-	-	-	03	02	01	-	01	FEB
T11	KC097	11	46	-	-	01	01	-	-	02	02	02	02	-	-	-	-	01	01	01	01	-	-	34	34	-	-	-	-	-	-	01	01	01	-	-	AUG
T03	KC097	16	63	-	-	07	05	01	01	05	05	05	05	-	-	-	-	03	03	03	03	-	-	39	39	02	02	03	06	-	04	03	01	02	02	02	FEB
T04	KC097	15	77	-	-	08	06	-	-	07	06	07	06	-	-	-	-	03	03	01	01	-	-	150	150	02	03	05	11	-	04	04	02	02	-	02	FEB
T05	KC097	12	52	-	-	06	06	-	-	08	08	08	08	-	-	-	-	04	04	02	02	-	-	76	76	02	-	-	-	-	01	03	01	01	-	06	OCT
T06	KC097	16	61	-	-	05	04	03	03	07	06	07	06	-	-	-	-	03	03	03	03	-	-	82	82	03	06	12	-	-	03	05	01	05	01	09	NOV
T07	KC097	16	93	-	-	05	02	03	03	07	06	07	06	-	-	-	-	03	03	02	02	02	02	75	75	02	08	12	20	-	04	04	01	02	-	05	JAN
T08	KC097	17	83	-	-	06	05	01	01	07	07	07	07	-	-	-	-	04	04	03	03	-	-	90	90	08	10	12	12	-	04	04	01	02	02	04	SEP
T09	KC097	20	90	-	-	05	05	03	03	08	07	08	07	-	-	-	-	04	04	03	03	-	-	135	135	05	05	07	09	-	04	05	02	03	02	02	AUG
T10	KC097	15	89	-	-	07	06	01	01	06	06	06	06	-	-	-	-	06	06	03	03	04	04	19	19	06	10	17	20	-	04	04	01	03	02	03	JAN
T12	KC097	15	69	-	-	04	03	01	01	07	07	07	07	-	-	-	-	04	04	03	03	-	-	99	99	04	05	05	12	-	04	04	01	01	02	04	SEP
T14	KC097	18	73	-	-	05	05	02	02	07	06	07	06	-	-	-	-	03	03	03	03	-	-	119	119	04	05	06	10	-	04	04	01	02	02	04	OCT
T17	KC097	09	52	-	-	04	04	02	02	07	07	07	07	-	-	-	-	04	04	02	02	02	02	72	72	02	03	03	09	-	04	04	01	02	02	04	SEP
T18	KC097	14	73	-	-	05	03	02	02	07	06	07	06	-	-	-	-	04	04	02	02	01	01	87	87	03	07	10	12	17	05	04	01	01	02	10	NOV
T19	KC097	17	89	-	-	07	05	-	-	07	06	07	06	-	-	-	-	03	03	03	03	02	02	67	67	01	03	06	12	-	04	04	02	03	02	03	MAR
T20	KC097	23	124	-	-	11	09	-	-	06	06	06	06	-	-	-	-	03	03	04	04	-	-	76	76	02	06	-	-	-	02	03	01	02	02	02	OCT

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REFUELING AIR TRAINING REPORT - PART I										UNIT 307th Air Refueling Squadron										MONTH March		PAGE NO. 2		NO. OF PAGES 3		REPORTS CONTROL SYMBOL 4-SAC-T12												
A. GENERAL				B. RENDEZVOUS				C. REFUELING										D. NAVIGATION								E. CREW PROF.												
1	2	3	4	5		6		7		8										9				10				11				12	13					
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APH 20 OR 68		AN/APH 12 OR 76		AN/APH-11 OR AN/APH-6		REFUELINGS										DRY HOOR-UPS				NIGHT CELESTIAL				OTHER LEGS				MONTH COMPLETED LAST STANDARDIZATION CHECK	MONTH COMPLETED LAST STANDARDIZATION CHECK					
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	REST	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	1	2	3	4	5	6	7	8	9	10	11	12	13									
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42		
T22	KC097	19	96	-	-	09	06	01	01	03	03	03	03	-	-	-	-	01	01	01	01	-	-	14	14	03	06	07	08	-	04	04	01	02	-	05	DEC	
T23	KC097	11	47	-	-	06	03	03	03	06	06	06	06	-	-	-	-	03	03	03	03	-	-	74	74	03	08	08	13	-	04	04	01	02	02	05	SEP	
* T13	KC097	02	10	-	-	01	01			02	02	02	02	-	-	-	-	02	02	01	01	-	-	08	08	-	-	-	-	-	-	-	-	-	02	DEC		
T24	KC097	17	99	-	-	05	04	-	-	05	02	05	02	-	-	-	-	01	01	-	-	-	-	119	119	-	-	-	-	-	01	-	-	-	03	DEC		
T25	KC097	11	64	-	-	01	-	02	02	04	02	04	02	-	-	-	-	01	01	-	-	-	-	27	27	-	-	-	-	-	01	-	01	-	07	JAN		
SUB TOTAL	-	283	1404	-	-	107	82	25	25	116	104	116	104	-	-	-	-	59	59	42	42	11	11	155	155	52	87	113	154	17	59	65	19	36	23	82	-	
NON-COMBAT READY	-	-	-	-	-	-	-	-	-	NEGATIVE NO NON-COMBAT READY CREWS EXCEPT IM										-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUB TOTAL	-	-	-	-	-	-	-	-	-	NEGATIVE NO NON-COMBAT READY CREWS EXCEPT IM										-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	-	304	1504	-	-	110	84	25	25	119	107	119	104	-	-	-	-	61	61	44	44	11	11	158	158	52	87	113	154	17	59	69	22	38	23	83	-	
XXXX	-	08	67	-	-	02	02	-	-	33	33	33	33	-	-	-	-	-	-	-	-	-	-	62	62	-	-	-	-	-	03	03	01	03	01	01	-	
COMBAT READY PRACTICE	-	-	-	-	-	01	01	01	01	136	136	136	136	-	-	-	-	24	24	36	36	-	-	-	-	-	-	-	-	-	02	-	10	-	-	-		
NON-COMBAT READY PRACTICE	-	-	-	-	-	02	02	-	-	51	50	51	50	-	-	-	-	10	10	-	-	-	-	559	547	-	-	-	-	03	01	03	02	02	-	-		
SUB TOTAL	-	08	67	-	-	05	05	61	01	220	219	220	219	-	-	-	-	34	34	36	36	-	-	541	629	-	-	-	-	06	06	04	15	03	01	-		

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REFUELING AIR TRAINING REPORT - PART I										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																							
										307th Air Refueling Squadron	March	3	3	4-SAC-T12																							
A. GENERAL				B. RENDEZVOUS			C. REFUELING										D. NAVIGATION					E. CREW PROF.															
1	2	3	4	5	6	7	8										10					11		12	13												
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	AN/APN 28 OR 88		AN/APN 12 OR 78		AN/APN-11 OR AN/APX-6		REFUELINGS										NIGHT CELESTIAL					OTHER LEGS		EMERGENCY PROCEDURE	MONTH COMPLETED LAST STANDARDIZATION CHECK									
				ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	TOTAL	WITH BOMBER	WITH FIGHTER	REST	IN RADIO SILENCE	IN DARKNESS	TO GROSS WEIGHT OF RECEIVER	OR HOOK-UPS	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID	CEL. RADAR											
6-10	11-15	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	17-18	20-21	23-24	26-27	29-30	31-32	33-34	35-36	37-38	39-40	41-42	
IM13	KC097	-	-	-	-	-	-	-	-	AC X	18	NX	18	FE	90%	31	BO	X	35																		
IM24	KC097	-	-	-	-	-	-	-	-	AC X	27	NX	32	FE	X	42	BO	X	30																		
IM25	KC097	-	-	-	-	-	-	-	-	AC X	28	NX	24	FE	X	21	BO	X	30																		
TOTAL																																					
ALL TNG	-	312	157	-	-	115	89	26	26	339	326	339	326	-	-	-	-	95	95	80	80	11	11	2230	2218	-	-	-	-	-	65	75	26	53	26	84	-
* INDICATES ENTERIES MADE ON JANUARY AND FEBRUARY REPORTS.																																					

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HEADQUARTERS 307TH BOMBING GROUP (M)
Lincoln Air Force Base
Nebraska

300000

31 March 1956

SUBJECT: Wing Commander's Remarks 1 - 31 March 1956

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

PART VI.

a. Hours performing mission ordered by:

- (1) Higher Headquarters - None.
- (2) Eighth Air Force Training Priorities:

Priority	Commitment	Hours	
		Programmed	Accomplished
(1)	Requirements of AFR 60-2	Concurrent with other flying	
(2)	Strategic Evaluation	33	27
(3)	Wt Jinks Proficiency	60	14
(4)	Bombing Evaluation	Cancelled	
(5-6)	Non-ready crew training	565	735
(7)	Ready Crew training	402	473
X	Other	<u>44</u>	<u>60</u>
	SUB TOTAL	1104	1309
	TEST	80	91
	TOTAL	<u>1184</u>	<u>1400</u>

- (a) Reference priority (2) above estimate was based on flying a training sortie to MacDill AFB which was precluded by maintenance difficulties which delayed take off.

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370th, 371st, 372nd BOMBGRN, 307th Bomb Wing (M), 1 - 31 March 1956
HQ 307th BW (M), 307DGT, Subj: Part VI, Wing Comdr's Remarks (RCS: 3-SAC-T12)

(b) Reference priority (3) a series of four aborts plus a shortage of instructors hampered activity. See par g below.

(c) Reference priorities (5-6-7) emphasis placed on increased flying hours caused an increase over planned figures in both these areas.

b. Weather and local conditions: Thirty (30) hours lost due to cancellation for weather.

c. Restrictive directives:

(1) Thirteen (13) hours lost on aircraft undergoing landing gear modification in accordance with T.O. 1B-47-570 dated 3 Feb 55.

(2) Fifty (50) hours lost due to K test status of aircraft in accordance with BAF message MDE 43133, dated 2 SEP 55.

d. Combat crew member gains and losses:

(1) Crew Members Gained

(a) One aircraft commander PCS from Hq Air University.

(b) Two co-pilots PCA from 98th Bomb Wing.

(c) One observer PCS from ATRC school.

(2) Crew Members Lost:

(a) Three co-pilots; one separated, two transferred to the 98th Bomb Wing.

e. Crew member changes:

(1) Three co-pilots on ready crews.

(2) Two observers on ready crews.

f. New Crews:

(1) IN 17 formed 23 March.

(2) IN 18 formed 23 March.

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CONFIDENTIAL

370th, 371st, 372nd BOMBGRN , 307th Bomb Wing (M), 1 - 31 March 1956
 307th BW (M), 307DOT, Subj: Part VI. Wing Comdr's Remarks (RCs: 3-JAC-T12)

g. Crew Status Changes:

(1) Status changes

- (a) N09 to R09 - 31 March
- (b) N32 to R32 - 26 March
- (c) N39 to R39 - 30 March
- (d) N65 to R65 - 30 March
- (e) N75 to R75 - 31 March
- (f) IN12 to N12 - 15 March
- (g) IN14 to N14 - 20 March
- (h) IN15 to N15 - 30 March
- (i) IN16 to N16 - 15 March
- (j) IN41 to N41 - 20 March
- (k) IN42 to N42 - 20 March
- (l) IN43 to N43 - 20 March
- (m) IN72 to N72 - 26 March
- (n) IN74 to N74 - 26 March

(2) Number of non-ready crew assigned - 16.

(3) Number of ready crews assigned - 32

(4) Forecast of non-ready crew upgrading:

<u>CREW</u>	<u>DATE</u>	<u>CREW</u>	<u>DATE</u>
N12	11 JUN	N42	11 JUN
IN13	11 JUN	N43	25 JUN
N14	25 JUN	IN45	25 JUN
N15	25 JUN	IN46	30 NOV
N16	11 JUN	N72	11 JUN
IN17	31 DEC	N73	11 JUN
IN18	31 DEC	N74	30 JUN
N41	11 JUN	IN76	30 NOV

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370th, 371st, 372nd BOMBGRON, 307th Bomb Wing (M), 1 - 31 March 1956
307th BW (M), 307DCT, Subj: Part VI. Wing Comdr's Remarks (RCS: 3-SAC-112)

- (5) It is anticipated that one additional crew will be formed during April and will be upgraded to Combat Ready by 30 June.

h. Standardization Crews:

- (1) R01 - Wing
- (2) R02 - 370th BOMBGRON
- (3) R34 - 371st BOMBGRON
- (4) R60 - 372nd BOMBGRON

i. Materiel and Personnel Problems:

- (1) Airmen Manning: As of 31 March 1956, 1491 airmen were assigned to the wing against an authorization of 1609 airmen or 92.6%. Of the 1491 airmen assigned, 1102 are effective or 68.5%. Specific soft spots exist in the following areas:

- (a) Armament Systems Maintenance (32 Career Field): We are sixty eight (68%) percent effectively manned in this hard core area and it is anticipated that our effective manning will decrease commencing May 1956 with the loss of five and seven level K-System and A-5 Gunlaying Personnel to separation. This loss will radically effect an already critical area. This situation can be traced back to the initial equipping date of this Wing (March 1955) at which time 33 hard core specialists in the 32 Career Field should have been in place, (Reference SAC Manual 27-1). Ten (10) out of 33 were assigned and none were classified at the seven skill level. The training of 168 airmen classified at the three level who were assigned to the wing in December 1954 and January 1955 from the Air Training Command was slow due to lack of qualified supervisory personnel and limited MTD facilities. However, the task was successfully accomplished, with the result that the majority of the 3 level personnel have subsequently been upgraded to the 5 level. However, it should be recognized that none of the 5 level airmen are seasoned specialists. In the K-System Specialty (321X05) we are authorized 35 airmen at the seven skill level, have 7 assigned and are anticipating the loss of one in May. As of May 1956 we will be 17% manned at the seven level.

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370th, 371st, 372nd BOMBGRN, 307th Bomb Wing (M), 1 - 31 March 1956
 HQ 307th BW (M), 307DOT, Subj: Part VI. Wing Comdr's Remarks (RCS: 3-0AC-T12)

In the A-5 Gunlaying Specialty (323XOC), we are authorized 12 airmen at the seven level and have 3 assigned or 25%. In view of the paucity of seven level personnel in the 32 career field, the OJT Program has been retarded. Seven level personnel have been required to spread their efforts troubleshooting the A and Gunlaying Systems of the assigned B-47 aircraft. The ground and air aborts due to A-Systems have directly affected our flying training programs and have been a factor limiting the up-grading of crews. It will be impossible to upgrade any of our 5 level K-System Personnel to Supervisory Status (7 level) for an extended period. Apparently the only solution to our K-system problem is the assignment of seven level supervisory personnel to the 307th A&S Squadron. The minimum number required to maintain our B-47 aircraft and to train our 3 and 5 level personnel is 15-32170G.

- (b) Mechanical Accessories and Equipment Repairman 42251. We are authorized two (2) airmen and have two (2) assigned. One (1) airman is scheduled for separation in July 1956. The work load in the Aero Repair Branch of the Field Maintenance Squadron presents a continuous requirement for two (2) airmen in this specialty at all times.
- (c) Painters (552A1). We are authorized four (4) and have three (3) assigned, with a loss of one (1) airman in April and one (1) in August. This will reduce our Manning to one (1) painter or 25%. A minimum of three (3) is required at all times.
- (d) Fabric and Leather (581X1). We are authorized eleven (11) airmen and presently have six (6) airmen assigned with a projected input of one (1) airman in May 1956. Based upon present and future work loads on our B-47 and KC-97 aircraft a minimum of nine (9) Fabric and Leather workers are required to perform major maintenance on the drag and approach chutes. In addition these specialists are required to locally manufacture fabric and leather products as well as repair same.
- (e) Jet Aircraft Maintenance Technician (431713). We authorized 97 Supervisors at the seven level skill and presently have fifty (50) assigned or 51.5%, with a known loss of eight (8) seven level Technicians between the months of April and September, our manning at this skill level will drop to forty-two (42)

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370th, 371st, 372nd BOMBERS, 307th Bomb Wing (M), 1 - 31 March 1956
 HQ 307th BW (M), 307HQT, Subj: Part VI. Wing Comdr's Remarks (RCS: 3-040-112)

airmen or 434. In that these forty-two (42) supervisory personnel are spread thin through the Headquarters, Periodic Maintenance, Field Maintenance and three Tactical Squadrons; no one unit is properly manned and supervised to perform the maintenance functions acceptably. Although a concentrated OJT Program is in effect, upgrading cannot keep pace with the separations. A minimum of twenty-seven (27) Technicians (431715) are required to raise our maintenance function to acceptable standards.

j. SAC Minimum Training Requirements not accomplished. This Wing is not training under the provisions of SAC Reg 50-8.

k. Rescinded.

1. Non-Ready Crew Training:

(1) Comparison of crew flying time:

Average Crews Available	Average Programmed	Average Flown
27 Ready Crews	18	19
10 Non-ready crews	30	44

(2) These non-ready crews did not receive a proportionate share of programmed flying time:

N14 flew 22 hours plus 15 as an IN crew for a total of thirty-seven (37) hours.
 N15 flew thirteen (13) hours plus twenty (20) as an IN crew for a total of thirty-three (33) hours.
 N39 flew nineteen (19) hours, crew was on leave 11-31 March.
 N41 flew twenty-three (23) hours plus nineteen as an IN crew for a total of forty-two (42) hours.
 N42 flew seven (7) hours plus twenty-six (26) as an IN crew for a total of thirty-three (33) hours.
 N72 flew six (6) hours plus twenty (20) as an IN crew for a total of twenty-six (26) hours. This crew had three aborts.
 N74 flew four (4) hours plus sixteen (16) as an IN crew for a total of twenty (20) hours. This crew had three aborts.

m. Field Training Operations:

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370th, 371st, 372nd BOMB, 307th Bomb Wing (M), 1 - 31 March 1956
 HQ 307th BW (M), 307DOT, Subj: Part VI. Wing Comdr's Remarks (R33: 3-SAC-T13)

- (1) Test of facilities - None.
- (2) Maneuvers - None.
- (3) 9 Special Weapons Exercise was conducted on 22 March involving crews: R33, R36, R38.

o. Rescinded.

p. Comments or Recommendations of the Wing Commander: During March considerable effort was expended in upgrading to a total of thirty-two (32) Combat Ready crews. This goal was achieved. In addition we succeeded in flying 1400 hours total time. Along with this nine (9) IN crews completed SAC Reg 51-19 checkouts. The increased flying activity has resulted in our maintaining our upgrading program on schedule.

q. Special Report Hi Jinks

<u>a.</u>	<u>b.</u>	<u>c.</u>	<u>d.</u>	<u>e.</u>	<u>f.</u>	<u>g.</u>	<u>h.</u>
RO1	Yes	Yes	0	3	0	0	30 Aug 55
RO2	Yes	Yes	0	2	0	2	31 Jan 56
RO3	Yes	Yes	0	1	0	1	25 Oct 55
RO4	Yes	Yes	0	2	0	2	31 Jan 56
RO5	Yes	Yes	0	1	0	1	20 Feb 56
RO6	Yes	No	0	0	0	0	30 Apr 56
RO8	Yes	Yes	0	0	0	2	9 Nov 55
RO9	Yes	AC&CP	0	0	0	0	30 Apr 56
R10	Yes	No	0	0	0	0	30 Apr 56
R11	Yes	Yes	0	1	0	1	3 Nov 55
IN12	No	No	0	0	0	0	11 Jun 56
IN13	No	No	0	0	0	0	11 Jun 56
IN14	No	No	0	0	0	0	25 Jun 56
IN15	No	No	0	0	0	0	25 Jun 56
IN16	No	No	0	0	0	0	11 Jun 56
R30	Yes	Yes	0	2	0	0	30 Oct 55
R31	Yes	Yes	0	2	0	0	30 Oct 55
R32	Yes	AC&CP	0	0	0	3	30 Apr 56
R33	Yes	AC&CP	0	0	0	0	30 Apr 56
R34	Yes	Yes	0	2	0	3	31 Mar 56
R35	Yes	Yes	2	2	0	3	13 Oct 55
R36	Yes	AC&CP	0	1	0	3	30 Apr 56
R37	Yes	Yes	0	2	0	0	20 Feb 56
R38	Yes	Yes	0	2	0	0	31 Oct 55
R39	Yes	No	0	0	0	0	30 Apr 56
R40	Yes	No	0	0	0	0	30 Apr 56
IN41	No	No	0	0	0	0	11 Jun 56
IN42	No	No	0	0	0	0	11 Jun 56

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370th, 371st, 372nd BOMBGRN, 307th Bomb Wing (M), 1 - 31 March 1956
 HQ 307th BW (M), 307DOT, Subj: Part VI. Wing Comdr's Remarks (RCS: 3-SAC-T12)

<u>a.</u>	<u>b.</u>	<u>c.</u>	<u>d.</u>	<u>e.</u>	<u>f.</u>	<u>g.</u>	<u>h.</u>
IN43	No	No	0	0	0	0	25 Jun 56
IN45	No	No	0	0	0	0	25 Jun 56
R60	Yes	Yes	0	1	0	1	30 Aug 55
R61	Yes	Yes	0	1	0	1	24 Oct 55
R62	Yes	Yes	0	0	0	4	4 Nov 55
R65	Yes	AC&CP	0	1	0	1	28 Oct 55
R66	Yes	No	0	0	0	0	30 Apr 56
R67	Yes	Yes	0	2	0	1	21 Oct 55
R68	Yes	Yes	1	1	1	1	15 Mar 56
R69	Yes	Yes	0	1	0	1	4 Nov 55
R70	Yes	Yes	0	1	0	1	14 Nov 55
R71	Yes	AC&CP	0	0	0	0	30 Apr 56
IN72	Yes	No	0	0	0	0	11 Jun 56
IN73	Yes	AC&CP	0	0	0	0	11 Jun 56
IN74	No	No	0	0	0	0	9 Jul 56
R75	No	No	0	0	0	0	30 Apr 56

Hi Jinks activity was limited primarily due to the non-availability of instructors for this purpose. The limited instructor resources, both pilot and observer, were taxed in meeting the requirements of the crew upgrading program, the standardization program, and in checking out additional instructors to alleviate the problem.

Louis G. Thorup

LOUIS G. THORUP
 Colonel, USAF
 Commander

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JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORT CONTROL SYMBOL																						
				30TH BOMBARDMENT SQ	MARCH	1	2	3-543-712																						
A. GENERAL				B. BOMBING					C. NAVIGATION																					
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS		7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS						
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL SPI	VISUAL	ISCA PERS	HIGH LEVEL BREAKAWAY	LOW LEVEL BREAKAWAY	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID		CEL. RADAR	PRESSURE PATTERN
5-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-19	20-22	23-28	29-34	35-37	38-40	41-44	45-48	49-52	53-55	56-58	59-61	62-64	65-67
R01	B-47E	09	56	-	-	-	-	-	-	-	-	-	-	-	02	01	-	-	-	-	08	15	-	-	-	02	01	03	-	-
R30	Negative (Downgraded from Wing Standboard to R crew 4 Jan 56)																													
R01	Negative (Upgraded to Wing Standboard 4 Jan 56)																													
R02	B-47E	06	40	-	-	-	-	-	-	-	-	-	-	-	02	02	-	-	02	-	-	-	-	-	-	01	01	-	-	
R34	B-47E	11	41	-	-	-	-	-	-	-	-	-	-	-	06	-	-	-	03	-	-	-	-	-	-	-	-	-	-	
R60	B-47E	07	43	-	-	-	-	-	-	-	-	-	-	-	03	03	-	-	01	-	10	12	-	-	-	02	-	01	-	-
SUB																														
TOTAL		24	124	-	-	-	-	-	-	-	-	-	-	-	11	05	-	-	06	-	10	12	-	-	-	02	01	02	-	-
R02	Negative (Upgraded to Squadron Standboard 4 Jan 56)																													
R03	B-47E	08	54	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	35	-	-	-	-	01	-	-	-	-	
R04	B-47E	09	49	-	-	-	-	-	-	-	-	-	-	-	02	-	-	01	02	-	-	-	-	-	02	02	-	-		
R05	B-47E	08	61	-	-	-	-	-	-	-	-	-	-	-	05	02	-	01	03	-	17	-	-	-	01	01	04	-	-	
R06	B-47E	15	89	-	-	-	-	-	-	-	-	-	-	-	04	03	-	-	-	-	-	-	-	-	02	01	01	-	-	
R08	B-47E	09	49	-	-	-	-	-	-	-	-	-	-	-	06	02	-	-	-	-	-	-	-	-	01	03	-	-		
R10	B-47E	10	67	-	-	-	-	-	-	-	-	-	-	-	07	06	-	-	01	-	06	06	11	32	-	04	01	04	-	-
R11	B-47E	06	39	-	-	-	-	-	-	-	-	-	-	-	01	01	-	-	01	-	-	-	-	-	-	01	01	-	-	

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JET CREW AIR TRAINING REPORT - PART I

UNIT: SOUTH COMBATTANT (1111 1111)

MONTH: 11/55

PAGE NO.: 2

US OR PACES: 2

REPORT CONTROL SYMBOL: 1111 1111

A. GENERAL				B. BOUING												C. NAVIGATION																	
1	2	3	4	5. AIRCRAFT												6. FLIGHT DATA																	
CREW NUMBER	TYPE AND MODEL	ENGINE	FLYING TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
831	B-47E	14	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
833	B-47E	14	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
835	B-47E	13	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
836	B-47E	11	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
847	B-47E	11	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
848	B-47E	09	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
850	B-47E	09	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
851	B-47E	07	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
863	B-47E	05	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
868	B-47E	08	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
867	B-47E	13	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
868	B-47E	06	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
869	B-47E	12	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
870	B-47E	08	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
871	B-47E	14	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
879	Narrative (Upward 31 Mar 56)																																

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JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																							
				307TH BOMBARDMENT WING (M)	MARCH	3	5	3-SAC-T12																							
A. GENERAL				B. BOMBING				C. NAVIGATION																							
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS		7	8	9	10. NIGHT CELESTIAL					11. OTHER LEGS							
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL GPI	VISUAL	ISDA RUNS	NO. LEVEL (HIGHEST)	BOMB RELEASE (FT-M)	CIRCULAR ERRORS					NO. OF LEGS	DAY CEL.	GRID	CEL. RADAR	RECEIVE	PATTERN	
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-17	21-22	27-28	33-34	35-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	
R32	Negative (Upgraded 26 Mar 56)																														
R39	Negative (Upgraded 30 Mar 56)																														
R65	Negative (Upgraded 30 Mar 56)																														
R75	Negative (Upgraded 31 Mar 56)																														
SUB																															
TOTAL		214	1277	-	-	-	-	-	-	-	-	-	-	-	117	78	-	02	27	-	197	98	88	103	32	35	41	03	03		
N68	B-47E	04	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N09	B-47E	11	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	
N32	B-47E	12	65	210	560	600	1120	-	-	-	-	-	-	04	-	-	-	03	-	-	-	-	-	-	-	-	01	01	-	-	-
N39	B-47E	14	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	03	-	-	-	
N65	B-47E	13	70	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N73	B-47E	11	66	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	
N75	B-47E	10	70	-	-	-	-	-	-	-	-	-	-	03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N12	B-47E	06	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N14	B-47E	03	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N15	B-47E	02	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N16	B-47E	04	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

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JET CREW AIR TRAINING REPORT - PART II												UNIT				MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																
												307TH BOMBARDMENT WING (M)				MARCH		1		5		3-SAC-T12																
D. GENERAL		E. REFUELING										F. GUNNERY										G. CRUISE CONTROL										H. SIM CRSE						
12		13				14						15				16						17				18				19				20				21
CREW NUMBER		RENDZVOUS				REFUELINGS						MAXIMUM LOAD				MAXIMUM LOAD TOTALS						PERFORMANCE INDEX				MISSIONS				SIMULATOR COURSE								
		TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT				TOTAL ROUNDS		OVERALL PER CENT FIRE-OUT		NO. OF FIGHTER ATTACKS		NO. OF GUNNERY												
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19				
6-10		12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-28	29-34	35-37	39-40	43-44	45-48	50-52	53-55	56-58	60-61	63-64	66-67	68-69	71			
R01		03	03	02	02	02	02	-	-	02	02	02	02	02	02	-	-	-	-	-	-	-	-	02	01	098	-	-	-	01	01	-	-	-				
R30		SEE PART I																																				
R01		SEE PART I																																				
R02		04	04	03	03	05	05	-	-	03	03	03	03	03	03	-	-	-	-	-	-	-	-	-	-	099	-	-	-	01	01	-	-	-				
R34		-	-	-	-	01	01	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R60		-	-	-	-	02	02	-	-	02	02	-	-	02	02	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-				
SUB TOTAL		04	04	03	03	08	08	-	-	06	06	03	03	05	05	-	-	-	-	-	-	-	-	-	-	199	-	-	-	02	02	-	-	-				
R02		SEE PART I																																				
R03		03	03	01	01	05	05	-	-	03	03	02	02	05	05	-	-	100	-	01	700	700	100	-	-	100	-	-	-	01	01	-	-	-				
R04		01	01	-	-	02	02	-	-	02	02	01	01	02	02	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-				
R05		01	01	-	-	02	02	-	-	02	02	02	02	02	01	-	-	-	-	-	-	-	-	01	-	098	-	-	-	01	01	-	-	-				
R06		02	02	-	-	03	03	-	-	03	03	01	01	03	03	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-				
R08		02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
R10		02	02	01	01	03	03	-	-	03	03	01	01	03	03	-	-	-	-	-	-	-	-	-	-	100	-	-	-	01	01	-	-	-				
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Air Force - SAC, DT: 458(33) (When Filled In)

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(When Filled In)

JET CREW AIR TRAINING REPORT - PART II												UNIT				MONTH		PAGE NO.		NO. OF PAGES		REPORTS CONTROL SYMBOL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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60-2394

Air Force - SAC, Office: O-455(55)

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JET CREW AIR TRAINING REPORT - PART II										UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																																															
30TH BOMBARDMENT WING (M)										MARCH	4	5	3-100-112																																																
D. GENERAL	E. REFUELING										F. GUNNERY										G. CRUISE CONTROL										H. SIM CRSE																														
12	13										14										15										16										17										18										
CREW NUMBER	RENOUEZVOUS										REFUELINGS										MAXIMUM LOAD										MAXIMUM LOAD TOTALS										PERFORMANCE INDEX										MISSIONS										H. SIM CRSE
	TOTAL		IN DARKNESS		TOTAL		IN RADIO SILENCE		IN DARKNESS		INTERNAL GROSS WEIGHT		MAXIMUM GROSS WEIGHT		PER CENT FIRE-OUT		TOTAL NO. OF ROUNDS		TOTAL ROUNDS		PERCENT FIRE-OUT		AD. OF FIFTEEN MINUTES		AD. OF FIFTEEN MINUTES		PERFORMANCE INDEX		MISSIONS																																
	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	3	LOADED	FIRING	PERCENT	PERCENT	AD. OF FIFTEEN MINUTES	AD. OF FIFTEEN MINUTES	1	2	3	4	TOTAL NUMBER	UNLUPEN LONG RANGE	SUPER. RANGE	NON-LONG RANGE	AD. OF FIFTEEN MINUTES																													
410	12-31	13-16	18-39	21-22	27-28	31-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	23-25	26-34	35-37	39-40	43-44	46-48	50-52	53-55	56-58	60-61	63-64	65-67	68-69	71																											
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FORM 15 NOV 54 1040 PREVIOUS EDITION IS OBSOLETE.

AC-2394

Air Force - SAC, OHA: O-465351

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SAC FORM 18 NOV 54 1840

PREVIOUS EDITION IS OBSOLETE

Air Force - SAC, Offutt 0-44835

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Air Force - SAC, Offutt (D-92) (56)

(When Filled In)

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JET CREW AIR TRAINING REPORT - PART III																		UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL												
SOUTH BOMBARMENT SQUADRON (S)																		MARCH	3	5	3-340-712													
I. GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO				L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS		P. CREW PROFICIENCY												
CREW NUMBER	23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39	
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CANT.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.		
8-10	11-12	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	45-48	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100	101-103	104-106	107-109	110-112	113-115	116-118	
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Air Force - SAC, CHIEF: D-92(34)

(When Filled In)

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JET CREW AIR TRAINING REPORT - PART III															UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTINUE SYMBOL											
307TH BOMBARDMENT SQUADRON (M)															MARCH		4		5		3-560-T12													
I. GENERAL		J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY				K. LOW ALTITUDE DAYLIGHT PHOTO		L. HIGH ALTITUDE NIGHT PHOTOGRAPHY				M. LOW ALTITUDE NIGHT PHOTOGRAPHY				N. RADAR SCOPE PHOTOGRAPHY		O. AIR WEAPONS		P. CREW PROFICIENCY														
CREW NUMBER	23		24		25		26		27		28		29		30		31		32		33		34		35		36		37		38		39	
	LARGE SCALE		TRI-METROGON				ACTUAL PHOTO FLASH RUNS		SIM. PHOTO FLASH RUNS		PHOTO FLASH RUNS		ACTUAL PHOTO FLASH RUNS		SIM. PHOTO FLASH RUNS		IP-TARGET RUNS		NR OF RADAR ROUTE WDS		NR OF RADAR WDS		EMERGENCY PROCEEDURE		NIGHT CELL MISSIONS		DEFENSE-ORIENTED FLYING		ASSIGNED TAKEOFFS		CLOSE RANGE MISSIONS		MONTHLY COMBAT EVALUATION CHECK	
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.		
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61							
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N72																																		
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SUB TOTAL	NOT APPLICABLE																																	
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Air Force - SAC, Offutt (O-9234)

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JET CREW AIR TRAINING REPORT - PART III															UNIT					MONTH					PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL																				
JET CREW AIR TRAINING REPORT - PART III															307TH BOMBARDMENT WING (W)					MARCH					5		5		3-842-T12																				
I. GENERAL															J. HIGH ALTITUDE DAYLIGHT PHOTOGRAPHY					K. LOW ALTITUDE DAYLIGHT PHOTO					L. HIGH ALTITUDE NIGHT PHOTOGRAPHY					M. LOW ALTITUDE NIGHT PHOTOGRAPHY					N. RADAR SCOPE PHOTOGRAPHY					O. AIR WEAPONS					P. CREW PROFICIENCY				
22 CREW NUMBER	23 LARGE SCALE		24 TRI-METROGON		25 ATT. ACC.		26 ACTUAL PHOTO FLASH RUNS		27 SIM. PHOTO FLASH RUNS		28 PHOTO FLASH RBS RUNS		29 ACTUAL PHOTO FLASH RUNS		30 SIM. PHOTO FLASH RUNS		31 IP-TARGET RUNS		32 NR OF RADAR ROUTE MISH-IONS		33 AIR MISSIONS ACCOMP.		34 EMERGENCY PRE-FLIGHT DRILL		35 NIGHT CELL MISSIONS		36 DEPRESS- SURIZED FLYING		37 ASSISTED TAKEOFF		38 SLOPE TEST MISSIONS		39 MONTH COM- PLETE LAST TRAINING CHECK																
	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF BOMBS	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	NR OF FLASH CART.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.	ATT.	ACC.															
6-10	11-13	14-16	17-19	20-22	25-28	31-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	11-13	14-16	17-19	20-22	26-28	32-34	35-37	38-40	41-44	46-48	50-52	53-55	56-58	59-61																						
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Air Force - SAC, Offutt O-92346

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JET CREW AIR TRAINING REPORT - PART IV										UNIT 307TH BOMBARDMENT WING (M)										MONTH MARCH				PAGE NR 1		NR OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12						
G. GENERAL R.		PILOT PROFICIENCY																				S. MISCELLANEOUS												
CREW NUMBER	HR OF PILOT PROFICIENCY HOURS	HR OF PILOT PROFICIENCY HOURS	TAKE-OFFS		LANDINGS						GCA						ILAS						APPROACHES		FORMATION		DRY CONTACTS ATTEMPTED	DRY CONTACTS SUCCESSFUL	FIGHTER ATTACK MISSIONS	NIGHT MISS REIG	NIGHT REIG	SW SIM MISSION	RADAR	LEG
			ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			AIRBORNE RADAR	PP	BYRD OUT	TOTAL TIME	HIGH ALTITUDE													
			FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO						TOTAL												
6-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100				
R01	01	04	09	-	09	05	14	-	03	03	04	01	05	-	03	03	-	-	-	-	-	-	-	-	-	01	01	01	-	-	01	-		
R30	SEE PART I																																	
R01	SEE PART I																																	
R02	01	03	06	-	06	04	10	-	02	02	04	01	05	-	-	-	-	01	-	-	-	-	-	-	-	-	-	-	01	01	01	-	-	
R34	-	-	08	-	08	06	14	-	05	05	03	02	05	-	03	03	-	01	01	-	-	-	-	-	-	02	02	-	01	01	-	01	-	
R60	02	11	06	-	06	04	10	-	04	04	-	03	03	-	03	03	-	-	03	-	-	-	-	-	-	-	-	-	01	-	-	03	01	-
SUB	03	14	20	-	20	14	34	-	11	11	07	06	13	-	06	06	-	01	05	-	-	-	-	-	-	02	02	02	02	02	03	02	-	
TOTAL	03	14	20	-	20	14	34	-	11	11	07	06	13	-	06	06	-	01	05	-	-	-	-	-	-	02	02	02	02	02	03	02	-	
R02	SEE PART I																																	
R03	01	03	07	-	07	03	10	-	05	05	01	07	08	-	04	04	-	02	02	-	-	-	-	-	-	03	03	-	-	-	-	01	-	
R04	01	04	09	-	09	01	10	-	06	06	01	03	04	-	12	12	-	-	-	-	-	-	-	-	-	06	06	01	-	-	-	-	-	
R05	-	-	08	-	08	03	11	-	02	02	02	01	03	-	02	02	-	-	01	-	-	-	-	-	-	01	01	01	-	-	01	01	-	
R06	01	06	13	02	14	15	29	01	13	14	07	-	07	-	04	04	-	-	02	-	-	-	-	-	-	05	05	-	01	01	01	01	-	
R08	-	-	09	-	09	-	09	-	05	05	02	-	02	-	01	01	-	-	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
R10	-	-	10	-	10	-	10	-	-	-	03	04	07	-	01	01	-	-	-	-	-	-	-	-	-	07	07	02	-	-	02	01	-	
R11	-	-	05	-	05	-	05	-	-	-	03	04	07	-	05	05	-	-	-	-	-	-	-	-	-	-	01	01	01	-	-	-	-	

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JET CREW AIR TRAINING REPORT - PART IV										UNIT 307TH BOMBARDMENT WING (M)										MONTH MARCH				PAGE NR 4		NR OF PAGES 6		REPORTS CONTROL SYMBOL 3-SAC-T12								
Q. GENERAL R.										PILOT PROFICIENCY										S. MISCELLANEOUS																
40 CREW NUMBER	41 NR OF PILOT PROFI- CIENCY MIS- SIONS	42 NR OF PILOT PROFI- CIENCY HOURS	43 TAKE-OFFS		44 LANDINGS						45 GCA						46 ILAS						47 APPROACHES		48 FORMATION		49 DRY CONTACTS ATTEMPTED	50 DRY CONTACTS SUCCESSFUL	51 FIGHTER ATTACK MISSIONS	52 NIGHT MASS RFLG ATT	53 NIGHT MASS RFLG SUC	54 SW SIM MISSION	55 RADAR LOG	56		
			ACFT COMDR	CO-PILOT	ACFT COMDR			CO-PILOT			ACFT COMDR			CO-PILOT			ABORNE PARACH	PPI	GYRO OUT	TOTAL TIME	HIGH ALTITUDE															
					FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL																				
6-10	11-13	14-16	17-19	20-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	54-55	57-58	60-61	63-64	66-67	12-13	15-16	18-19	21-22	27-28	33-34	36-37	39-40	43-44	47-48	51-52	53-55	56-58	59-61						
N41	-	-	03	-	03	-	03	-	-	-	03	01	04	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N42	-	-	01	-	01	-	01	-	-	-	-	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N43	-	-	04	-	04	-	04	-	02	02	03	04	07	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N72	-	-	01	-	01	-	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
N74	01	04	01	-	01	-	01	-	-	-	-	02	02	-	02	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SUB																																				
TOTAL	02	13	93	-	90	23	113	03	21	24	27	05	62	02	19	51	-	02	15	-	01	11	05	03	03	-	-	38	38	01	-	-	05	02	-	
WING																																				
TOTAL	20	94	314	03	313	106	419	04	107	111	89	113	202	02	150	52	03	16	54	-	07	26	35	06	06	-	-	137	131	15	08	07	20	21	-	
IN39	SEE PART I																																			
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370TH BOMB SQUADRON

BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 Mar thru 31 Mar 56

CREW NO.	AC	OBS.	RAD. CAM.	TEST MALF GPI	PRACT. RADAR	CE	RECORD RADAR	CE	RF	VISUAL PRACT.	CE	VISUAL RECORD	CE	RF	VISUAL RELEASES	CE
R-01	Hermann	Eiland	0	0	0	-	8	2461	87.5	0	-	0	-	-	0	-
R-02	Sullivan	Bathurst	0	1	0	-	0	-	-	0	-	0	-	-	0	-
R-03	Koudsi	Weber	0	1	0	-	3	3863	66.6	0	-	0	-	-	0	-
R-04	Peebles	Schwartz	0	0	0	-	2	1410	100	0	-	0	-	-	0	-
R-05	McCrary	Gronberg	1	0	0	-	1	700	100	0	-	0	-	-	0	-
R-06	Crook	Flynn	2	5	0	-	6	3340	66.6	0	-	0	-	-	0	-
R-08	Brooks	Mattioli	2	0	0	-	1	3350	100	0	-	0	-	-	0	-
*N-09	Chappelle	Stutt	2	0	8	2112	0	-	-	0	-	0	-	-	0	-
R-10	Shaver	Schisler	5	4	0	-	2	2950	50	0	-	0	-	-	0	-
R-11	Biggs	Evans	0	0	0	-	0	-	-	0	-	0	-	-	0	-
N-12	Dance	Kretchmer	4	0	4	2847	0	-	-	0	-	0	-	-	3	1350
N-14	Mills	Majera	4	4	0	-	0	-	-	0	-	0	-	-	4	495
N-15	Trudeau	Reeves	2	0	2	7485	0	-	-	0	-	0	-	-	0	-
N-16	Echelberger	Timmons	5	3	8	2622	0	-	-	0	-	0	-	-	0	-
370TH BOMB SQUADRON TOTALS			27	18	22	2920	23	2787	81.5	0	-	0	-	-	7	861
307TH BOMB WING TOTALS			118	60	61	3197	58	2709	86.2	4	1660	3	3106	75	7	861

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371ST BOMB SQUADRON

BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 Mar thru 31 Mar 56

CREW NO.	AC	OBS.	RAD. CAM.	TEST MALF GPI	PRACT. RADAR	CE	RECORD RADAR	CE	RF	VISUAL PRACT.	CE	VISUAL RECORD	CE	RF	VISUAL RELEASES	CE
R-30	Pope	Pelletier	0	0	0	-	0	-	-	0	-	0	-	-	0	-
R-31	Minnick	Johnson	0	0	0	-	0	-	-	0	-	0	-	-	0	-
*N-32	Mattick	Troutman	0	2	2	2825	0	-	-	1	4320	0	-	-	0	-
R-33	Webber	Allen	8	3	0	-	6	2951	66.6	0	-	0	-	-	0	-
R-34	Hoover	Moore	0	0	0	-	0	-	-	0	-	0	-	-	0	-
R-35	Hall	Hill	3	2	0	-	8	2543	87.5	0	1	1	670	100	0	-
R-36	Darden	Bicak	10	1	0	-	1	950	100	0	-	0	-	-	0	-
R-37	Bifford	Hesse	2	2	0	-	4	3342	75	0	-	0	-	-	0	-
R-38	Bowling	Selmo	6	5	0	-	3	987	100	0	-	0	-	-	0	-
*N-39	Hofman	Bardnell	4	2	5	3528	0	-	-	0	-	0	-	-	0	-
R-40	Guy	Fliger	0	3	0	-	3	847	100	0	-	0	-	-	0	-
N-41	Petterson	Samuels	5	0	4	2122	0	-	-	0	-	0	-	-	0	-
N-42	Hibdon	Blunt	9	0	5	3560	0	-	-	0	-	0	-	-	0	-
N-43	Williams	Jorgensen	6	0	2	6425	0	-	-	0	-	0	-	-	0	-
371ST BOMB SQUADRON TOTALS			53	20	18	3468	25	2315	88.2	1	4320	1	670	100	0	-
307TH BOMB WING TOTALS. . .			118	60	61	3197	58	2709	86.2	4	1660	3	3106	75	7	861

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372ND BOMB SQUADRON

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BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 Mar thru 31 Mar 56

CREW NO	AC	OBS.	RAD. CAM.	TEST MALF GPI	PRACT. RADAR	CE	RECORD RADAR	CE	RF	VISUAL PRACT.	CE	VISUAL RECORD	CE	RF	VISUAL RELEASES	CE
R-60	Nordstrom	Leslie	2	0	0	-	0	-	-	0	-	0	-	-	0	-
R-61	Holden	Anthony	0	5	0	-	0	-	-	0	-	0	-	-	0	-
R-62	Hull	Bilek	0	1	0	-	0	-	-	0	-	0	-	-	0	-
*N-65	Budreaux	Hart	5	0	4	2547	0	-	-	1	1370	0	-	-	0	-
R-66	Gieker	Hudkins	0	3	0	-	0	-	-	0	-	0	-	-	0	-
R-67	Mann	Davis	5	1	0	-	5	4748	80	0	-	0	-	-	0	-
R-68	Phillips	Hathaway	2	1	0	-	2	2570	100	0	-	2	4325	50	0	-
R-69	Wheeler	Cronsey	0	3	0	-	3	2150	100	0	-	0	-	-	0	-
R-70	Morrison	Kennedy	3	0	0	-	0	-	-	0	-	0	-	-	0	-
R-71	Kohlscheen	Walrath	6	4	0	-	0	-	-	0	-	0	-	-	0	-
N-72	Sullivan	Marcanti	4	3	2	1335	0	-	-	0	-	0	-	-	0	-
N-73	Terry	Roseling	4	1	6	2648	0	-	-	2	475	0	-	-	0	-
N-74	Reilly	Meyers	4	0	0	-	0	-	-	0	-	0	-	-	0	-
N-75	Dodge	Palmquist	3	0	9	4180	0	-	-	0	-	0	-	-	0	-
372ND BOMRON TOTALS			38	22	21	3160	10	3518	93	3	1160	2	4325	50	0	-
371ST BOMRON TOTALS			53	20	18	3468	25	2315	88.2	1	4320	1	670	100	0	-
370TH BOMRON TOTALS			27	18	22	2920	23	2787	81.5	0	-	0	-	-	7	861
307TH BOMB WING TOTALS.			118	60	61	3197	58	2709	86.2	4	1660	3	3106	75	7	861

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370TH BOMB SQUADRON

CONFIDENTIAL
NAVIGATION ACCOMPLISHMENTS
(Part II)

DATE: 1 Mar thru 31 Mar 56

CREW NO.	AC	OBS	NITE CELESTIAL			DAY CELESTIAL		CELESTIAL		GRID	
			NO.	CEA	RF	NO.	CEA	NO.	CEA	NO.	CEA
R-01	Herman	Eiland	1	15	100%	0	-	2	32.2	0	-
R-02	Sullivan	Bathurst	0	-	-	1	8	0	-	0	-
R-03	Koudsi	Weber	0	-	-	0	-	0	-	0	-
R-04	Peebles	Schwartz	0	-	-	2	34	0	-	0	-
R-05	McCrory	Gromberg	0	-	-	0	-	1	19	0	-
R-06	Crook	Flynn	0	-	-	1	6	0	-	0	-
R-08	Brooks	Mattioli	0	-	-	1	13	0	-	0	-
R-09	Chappelle	Stutt	1	14	100%	0	-	2	40.2	1	25
R-10	Shaver	Schisler	3	8.1	100%	0	-	0	-	0	-
R-11	Biggs	Evans	0	-	-	0	-	0	-	0	-
N-12	Dance	Kretchmer	1	18	100%	4	43	1	31.5	2	12.2
N-14	Mills	Najera	0	-	-	2	11.5	0	-	0	-
N-15	Trudeau	Reeves	1	60	0%	0	-	0	-	0	-
N-16	Echelbarger	Timmons	1	46	0%	3	30.3	0	-	0	-
370TH BOMB SQUADRON TOTALS.....			8	22.1	75%	14	27.2	6	32.5	3	16.4
370TH BOMB WING TOTALS.....			32	17.5	87.5%	52	23.6	19	19.6	9	16.1

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371ST BOMB SQUADRON

CONFIDENTIAL
NAVIGATION ACCOMPLISHMENTS
(Part II)

DATE: 1 Mar thru 31 Mar 56

CREW NO.	AC	OBS	NITE CELESTIAL			DAY CELESTIAL			CELESTIAL		RADAR	
			NO.	CEA	RF	NO.	CEA	NO.	CEA	NO.	CEA	
R-30	Pope	Pelletier	0	-	-	0	-	0	-	0	-	
R-31	Minnick	Johnson	0	-	-	0	-	0	-	0	-	
R-32	Mattick	Troutman	0	-	-	3	25	1	20.5	0	-	
R-33	Webber	Allen	1	20	100%	2	21.2	0	-	0	-	
R-34	Hoover	Moore	0	-	-	0	-	0	-	0	-	
R-35	Hall	Hill	1	2.5	100%	2	23	2	10	0	-	
R-36	Darden	Bicak	2	9.2	100%	1	22.5	1	8	0	-	
R-37	Bifford	Hesse	3	5.5	100%	2	10.7	1	30	0	-	
R-38	Bowling	Selmo	2	19.5	100%	2	5.7	0	-	0	-	
R-39	Hofman	Bardnell	4	30.6	75%	0	-	1	9.5	3	19.3	
R-40	Guy	Fliger	4	21.5	75%	1	20	0	-	0	-	
N-41	Peterson	Samuels	0	-	-	3	25.1	1	4	0	-	
N-42	Hibdon	Blunt	0	-	-	2	36.2	0	-	0	-	
N-43	Williams	Jorgenson	0	-	-	2	22	0	-	0	-	
371ST BOMB SQUADRON TOTALS.....			17	17.9	88%	20	22.6	7	13.1	3	19.3	
307TH BOMB WING TOTALS.....			32	17.5	87.5%	52	23.6	19	19.6	9	16.1	

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372ND BOMB SQUADRON

NAVIGATION ACCOMPLISHMENTS
(Part II)

DATE: 1 Mar thru 31 Mar 56

CREW NO.	AC	OBS	NITE CELESTIAL			DAY CELESTIAL			GRID		RADAR	
			NO.	CEA	RF	NO.	CEA		CELESTIAL NO.	CEA	NO.	CEA
R-60	Mordstrom	Leslie	1	10	100%	0	-		1	8	0	-
R-61	Holden	Anthony	0	-	-	2	13.5		0	-	0	-
R-62	Hull	Bilek	0	-	-	0	-		0	-	0	-
R-65	Boudreaux	Hart	0	-	-	4	17		1	11.5	2	9.2
R-66	Gieser	Hudkins	0	-	-	1	10.5		0	-	0	-
R-67	Mann	Davis	0	-	-	0	-		0	-	0	-
R-68	Phillips	Hathaway	0	-	-	2	36.5		0	-	0	-
R-69	Wheeler	Crorey	1	00	100%	0	-		0	-	0	-
R-70	Morrison	Kennedy	1	13	100%	2	14.5		0	-	0	-
R-71	Kohlscheen	Walrath	0	-	-	1	20		0	-	0	-
R-72	Sullivan	Marcanti	1	12.5	100%	3	33		1	14	0	-
R-73	Terry	Roseling	0	-	-	1	49.5		3	17.8	1	20
R-75	Dodge	Palmquist	3	14	100%	2	11		0	-	0	-
372ND BOMB SQUADRON TOTALS.....			7	11.3	100%	18	22.1		6	14.4	3	12.8
307TH BOMB WING TOTALS.....			32	17.5	87.5%	52	23.6		19	19.6	9	16.1

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HISTORY

OF THE

307th Bombardment Wing (M)

1 APRIL ~ 31 MAY 1956



3-4200-100

LINCOLN AIR FORCE BASE

NEBRASKA

3-4200-100

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RCS: AU-D5

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HISTORY OF THE
307TH BOMBARDMENT WING, (MEDIUM)

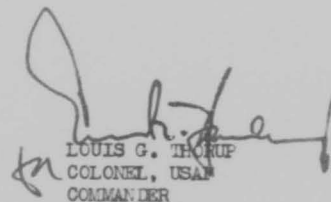
1 April - 31 May

1956

This document was prepared by
SSGT Donald D. Smith
Lincoln Air Force Base Historian

Under the supervision of
Major Vaughan O. Stevens
Information Services Officer

This document is classified SECRET
in accordance with Paragraph 25,
AF Regulation 205-1, dated 15
December 1953.


LOUIS G. THORUP
COLONEL, USAF
COMMANDER

RSI Form 22
S17701

SECRET

3-426-104

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307TH BOMBARDMENT WING (M)

LOUIS G. THORUP

COLONEL, USAF

COMMANDER

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HISTORY OF THE
307TH BOMBARDMENT WING (M)
1-30 April 1956

CHAPTER I - ORGANIZATION AND ADMINISTRATION

SECTION I - Mission Developments

The 307th Bombardment Wing (Medium), is made up of eight Squadrons consisting of a Headquarters, Armament and Electronics, Field Maintenance, Periodic Maintenance, Air Refueling, and three Tactical Bomb Squadrons; 370th, 371st and 372nd.

At present the 307th Bombardment Wing (M) is in the process of preparing for a Rotational TDY Movement to England for three months in July. This will include the majority of the 307th Personnel and supporting Personnel from the 818th Air Base Group, this Base.

April was a special training month for the 307th Bombardment Wing (M). Training was directed primarily at non-ready B-47 crews and upgrading those crews to combat ready status. None of the B-47 crews were upgraded in April but several crews made substantial progress and should reach a combat ready level during May. While continuing to maintain their own level of proficiency, the Air Refueling Squadron supported these B-47 Crews in this training. This month was also considered a free training month. As a result, the B-47 crews were briefed to fly as many RES sorties as possible. On 1 May 1956, the Wing will be combat ready which will force record activity only.

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The results proved this free training month paid off. The wing accomplished 252 RES runs in April over the 123 RES runs in March.

Due to irregular ferry commitments, in connection with the replacing this organization's older type B-47 aircraft with the new plus 731 configuration type, the training sequence was frequently interrupted. (This New Plus 731 configuration is a modified version of the B-47 with additions such as new type radar, different seating arrangement etc. All new B-47 type aircraft will be built with these modifications. The overall improvements of this aircraft will aid in acquiring more accurate Bombing and Navigation scores and helping decrease the chances of pilot error).

A procedure was developed to assemble aircraft whose take-offs are five minutes apart. This was necessitated due to the fact that 2,000 feet of the runway is under construction. This allows only one B-47 to taxi down and take off every five minutes. This new procedure worked very effectively on the two night mass air refueling missions.

All crews, with the exception of those on TDY, completed the required monthly review and study of their Emergency War Plan requirements. Four new combat ready crews received their Emergency War Plans assignment and completed the initial phases of EWP study requirements.

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CHAPTER II - PERSONNEL

SECTION I - Military Personnel Status

The following figures present the personnel authorizations and personnel assigned in the 307th Bombardment Wing (M) as of 30 April.

<u>ORGANIZATION</u>	<u>1/</u> <u>OFFICERS</u>		<u>AIRMEN</u>	
	<u>Auth</u>	<u>Assgd</u>	<u>Auth</u>	<u>Assgd</u>
Headquarters 307th Bombardment Wing (M)-----	50	52	127	125
370th Bombardment Squadron-----	79	63	99	86
371st Bombardment Squadron-----	79	62	99	80
372nd Bombardment Squadron-----	79	57	99	79
307th Air Refueling Squadron-----	99	92	220	229
307th Armament and Electronics Squadron-----	12	8	337	371
307th Field Maintenance Squadron-----	8	9	417	385
307th Periodic Maintenance Squadron-----	3	3	106	106
307th Tactical Hospital-----	27	10	94	68
TOTAL	436	356	1598	1529

These figures indicate there has been an increase of eleven Officers and 43 Airmen over the period last recorded.

The Wing gained three co-pilots, to filler status from a Training Command School and one observer, from Wing Headquarters.

1. Lincoln Air Force Base Strength Report, initiated by the 818th Personnel Section and produced by the Base Adjutant Section. Dated 30 April 1956.
2. Commanders Remarks, 3 SAC T12, Dated 3 May 1956, Prepared by the 307th Bombardment Wing (M). Appendix 4

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3/
 LOST: Two aircraft commanders, one killed in a crash 6 April 1956, and one grounded under Par 9b, AFR 36-57. Two co-pilots, one killed in a crash 6 April 1956, and one assigned to 818th Air Base Group. Two observers, one killed in a crash 6 April 1956, one physically disqualified from flying; assigned to 307th Armament and Electronics Squadron.

4/
 The aggregate figures of authorized and assigned personnel for the 307th Bombardment Wing (M) are as follows:

<u>ORGANIZATION</u>	<u>AUTH</u>	<u>ASSGD</u>
Headquarters Squadron 307th Bombardment Wing---	177	177
370th Bombardment Squadron-----	178	149
371st Bombardment Squadron-----	178	142
372nd Bombardment Squadron-----	178	136
307th Air Refueling Squadron-----	317	321
307th Armament and Electronics Squadron-----	349	379
307th Field Maintenance Squadron-----	425	394
307th Periodic Maintenance Squadron-----	109	109
307th Tactical Hospital-----	121	98
TOTAL	2034	1885

3. Commanders Remarks, 3SAC T-12, Dated 2 May 1956, Prepared by the 307th Bombardment Wing (M). Appendix 4
4. Lincoln Air Force Base Strength Report, Prepared by the 818th Personnel Section, Dated 30 April 1956.

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COMBAT CREW RESOURCES: As of 30 April 1956, there were twenty combat ready KC-97 crews and four non-combat ready crews. The proposed upgrading date of these four crews are as follows:

<u>CREWS</u> *	<u>PROPOSED DATE OF UPGRADING</u>
IM-13	10 May 1956
IM-26	10 Nov 1956
IM-27	15 Nov 1956
IM-28	20 Nov 1956

Combat ready crews assigned as of 30 April 1956 are listed as follows:

TO1	TO7	T12	T20
TO3	TO8	T14	T22
TO4	TO9	T17	T23
TO5	T10	T18	T24
TO6 *	T11	T19	T25

B-47 CREWS: There were two Crews disbanded in April; IN46, 18 April 1956 and N72 disbanded 6 April 1956. This brings the total ready crews to thirty two and the non-ready crews to fifteen. One new crew was formed this month, IN77 formed 19 April 1956.

B-47 Combat ready crews are listed as follows:

RO1	RO2	RO3	RO4	RO5
RO6	RO8	RO9	R11	R10
R30	R31	R32	R33	R34
R35	R36	R37	R38	R39
R40	R60	R61	R62	R65
R66	R67	R68	R69	R70
R71	R75			

Non-ready B-47 combat crews are listed as follows:

N12	N13	N14	N15	N16
IN17	IN18	N41	N42	N43
IN45	N73	N74	IN76	IN77

NOTE* Commanders Remarks, 307th Bombardment Wing (W), dtd April 1956, Appendix 4

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5/
OFFICERS: As of 30 April 1956, there were 356 Officers in the 307th Bombardment Wing (M) from an authorized total of 436. Of the 356 Officers assigned 346 or 80.1%, are effective in their particular AFSC. Specific soft spots exist in the following areas:

6/
AIR ELECTRONICS OFFICER (3054): The 307th Armament and Electronics Squadron is authorized one officer in this specialty and has never had an officer qualified in this specialty since the initial conversion of this Wing to B-47's in October 1954.

7/
ARMAMENT SYSTEM OFFICER: This Squadron, 307th Armament and Electronics, is authorized seven 3234's and one 32000. Three qualified Officers (3234) are assigned and two on the job trainees (3231). One of these trainees will be shortly reassigned to a non-tactical Organization due to a diabetic condition. This will leave this Wing with a 50% manning. This Wing is unable to assign an Officer to the Job Control Section of Maintenance Control under the Chief of Maintenance since it would mean diverting one of the three specialists assigned to the Armament and Electronics Squadron, where the manning has reached a critical stage.

8/
ADMINISTRATIVE OFFICER (7024): This Section is authorized five administrative Officers and presently have four Officers assigned.

5. Historical Report of the Directorate of Personnel, 307th Bombardment Wing, dtd April 1956.
6. Commanders Remarks, dtd April 1956, 307th Bombardment Wing. App 4
7. Ibid
8. Ibid

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One Officer is being assigned to the 818th Air Base Group in May.

One Officer is being reassigned in June to Mather Air Force Base for observer upgrading training. One Officer has recently been assigned to administrative duties pending Board Action (36-57). When these Personnel Actions are completed on/about 1 June 1956, this Section will have one Officer out of an authorization of five or 20%.

9/
AIRMAN: As of 30 April 1956, 1529 Airmen were assigned to the 307th Bombardment Wing (H) against an authorization of 1598 Airmen or 95.6%. Of the 1529 Airmen assigned, 1120 were effective in their respective speciality code level. Specific soft spots exist in the following areas.

10/
INSTRUMENTS: (422KO): This Section is authorized thirty one Instrument Specialist and have twenty Airmen assigned. The shortage of eleven specialists is affecting their Maintenance capability.

11/
MECHANICAL ACCESSORIES & EQUIPMENT REPAIRMAN: (422KI): This Section is authorized two Airmen in this specialty and have two assigned; however a known loss in July due to separation will reduce the manning. This problem will be further complicated in view of the impending TDY.

MACHINIST: (531KO): This Section had six out of eight authorized Machinists assigned in April, with a known loss of one airman in June, This will reduce the body manning to 62% and effective manning 50%, due to unqualified replacements.

9. Commanders Remarks, dtd April 1956, Prepared by the 307th Bombardment Wing (H) Appendix 4

10. Ibid

11. Ibid

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PAINTERS: (552X1): This Section is authorized four painters and have three assigned. With a loss of one painter in August, the assigned strength will be 50% of the total authorized, and with inexperienced replacements will leave an effective manning of 25%.

ADMINISTRATIVE CLERKS: (702X0): The 307th Bombardment Wing is authorized 87 clerks and have 54 assigned. The present body manning is 61% and the effective manning in this career field is 50%. At the time of deployment, eight men in this career field will be lost to separation, thereby reducing the body and effective manning to 52% and 40% respectively. The administration of the entire Wing is affected due to the critical manning. This Wing has attempted to aid itself by sending approximately 25 airmen to the Base Typing School five days per week, two hours per day for thirty five days; however the loss of these Airmen for 250 hours each week has worked to the Wing's disadvantage at the present time.

This page was taken from the Wing Commanders Remarks dtd April 1956.
Appendix 4.

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307TH AIR REFUELING SQUADRON

The primary objective of the flying program in the 307th Air Refueling Squadron during April was to support B-47 upgrading and Crew checkout programs. This objective was achieved.

Commitment ordered by Higher Headquarters for the month of April was Operation (Cross Finger). In as much as this commitment was received too late to be included in the monthly training program, only five hours and forty minutes were accomplished towards this operation.

Commitments ordered by Eighth Air Force for the month are listed below in accordance with their assigned priority.

PRIORITY COMMITMENTS:

1. Air Force Regulation 60-2. A proportionate share of Air Force Regulation 60-2 was accomplished during the flying of other priorities.
2. Operation "Cross Fingers". No hours were programmed and five hours and forty minutes were accomplished. Requirement was not received before monthly programming was completed.
3. Non-Ready Crew Training. Forty two hours were programmed and only thirty two hours and thirty minutes were accomplished. Time programmed to accomplish transition training with potential aircraft commanders of this unit. However time was diverted to and flown in conjunction with, priority five.

Commanders Remarks, 307th Air Refueling Squadron, 307th Bombardment Wing, dtd April 1956. Appendix 5

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4. Staff Crew Proficiency. Twenty three hours and fifteen minutes were flown in conjunction with other missions.
5. Combat Ready Crew Training. Five hundred hours were programmed and 520:40 hours were accomplished. Additional time diverted to priority two.

High cross wind components caused the cancellation of three Air Refueling Missions, causing a loss of seventeen hours. Low ceilings and extensive weather in the refueling areas caused cancellation of one air refueling mission resulting in a loss of five hours.

Crew Members, in the 307th Air Refueling Squadron for the month of April were as follows: Gained; Three Aircraft Commanders, five Pilots and two Boom operators. Lost; One Aircraft Commander (PCA) and discharged two Navigators.

Three new crews were formed this month; IM-26, 6 April 1956, IM-27, 21 April, and IM-28, 21 April. Four crews indicated and proposed date of upgrading is listed as follows: IM-13, 10 May; IM-26 10 November, IM-27, 15 November, IM-28, 20 November. Proposed date of upgrading of crew IM-13 changed to 10 May instead of 1 May to allow time for completion of additional requirements as outlined in Eighth Air Force Message ODT2A 48246, dated 23 November 1955.

MATERIAL AND PERSONNEL PROBLEMS:

Lack of supply support has been seriously affecting the maintenance capabilities of this Organization. At the present time, this squadron is receiving fifty three per cent of requested items on

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immediate issue which is a nine percent drop over the supply support received during the month of March. This indicates a definite downward trend in supply support. During the month this squadron had thirty three cannablizations. Twenty one items were removed to prevent A.O.C.P.'s and twelve items were removed to prevent A.H.F.E.

Total fuel transfers for the month of April was 1,431,330 pounds for a total of 1032 credited hookups. These hookups are broken down to 142 wet and 890 dry in a total of 46 sorties. No flying accidents occurred for the month in this Squadron.

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307TH DIRECTORATE OF OPERATIONS

April was a special training month and training was directed primarily at bringing non-ready B-47 crews to combat ready status. Although no B-47 crews were actually upgraded, several crews made substantial progress and should reach combat ready level during May. The 307th Air Refueling Squadron supported this project while maintaining their own level of proficiency.

Training sequence was frequently interrupted because of irregular ferry commitments in connection with the replacement of this organization's older type B-47 aircraft with new plus 731 configuration on B-47 type aircraft.

Following is a report on training for KC-97 crews, SAC Regulation 50-24 Phase I, January through April: Block Training for KC-97 crews was completed one hundred percent during the month of April. Associated training requirements were sixty seven percent complete at the end of Phase I, 30 April 1956. With the upgrade training accomplished during the month, this Wing's program is progressing toward full combat capability.

BOMBING AND NAVIGATION: Assigned missions and projects are as follows:

1. During the month of April, four Bomber Stream Missions were planned and flown. Two of these missions involved night mass air refuelings.

This page was taken from the 307th Directorate of Operations Historical Report, dtd April.

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2. A procedure was developed to assemble aircraft whose take-offs are five minutes apart. This was necessitated inasmuch as 2,000 feet of runway is under construction. This allows only one B-47 to taxi down and take off every five minutes. This new procedure worked very effectively on the two night mass air refueling missions.

WING PLANS SECTION:

Four new combat ready crews received their EWP assignments and completed the initial phases of EWP study requirements. All other crews, with the exception of those on TDY, completed the required monthly review and study of their EWP requirements.

The primary efforts of the Section, were devoted to the detailed planning and the preparation of the briefing for Operations Order 74-56. This briefing is to be presented to the Eighth Air Force Commander and his Staff on 2 May 1956.

Amendment Number five to Eighth Air Force Operation Plan 50-56 was received. This required several changes to the current plan resulting in additional staff preparation and crew study for compliance with this amendment.

Instruction of tactical Doctrine as outline in SAC Regulation 50-24 will begin next month. Instructional material is being developed and complied with for this requirement.

WING STANDARDIZATION BRANCH:

The activities of the Wing Standardization Section for the month of April were as follows:

1. Eight B-47 crews completed Standardization Flight Checks.
Two KC-97 crews completed Standardization Flight Checks.

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Five individual Standardization Checks were administered and completed by KC-97 Personnel.

2. Crew R-60 (Wing Standardization Crew), was TDY to SES during the period 9 April through 27 April.
3. Crew R-01 (Senior Standardization Crew), is in preparation for SES, due to report 14 May and return on or about 1 June.
4. Captain Joseph F. Behan (co-pilot, Crew R-34) was upgraded to Aircraft Commander; 1st Lt Albert Masserini has taken over as co-pilot on this crew.
5. Crew T-01 (Wing Standardization Crew, KC-97), returned from leave 16 April. Crew T-11 (Wing Standardization Crew, KC-97) went on leave 28 April and is due to return 17 May.

The Wing Standardization Section is lacking in sufficient clerical personnel. One 70250 is handling the work load of this Section. According to SAC Regulation 51-4, annex II, paragraph 3g, dated 14 July 1955, two 70250's will be assigned, until this is done, the Wing Standardization Section will be weak in its clerical output.

COMMUNICATIONS:

^{1/}
The code evaluation program set up for B-47 crews has now been phased into the block training program. Major C. Morris and T/Sgt Whitney have been designated as instructors in conjunction with this block training program. They will instruct the Emergency Communications Section.

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1. 307th Directorate of Operation Historical Report, dated April.

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The H.F. Tactical position reporting program as set up by this Wing has been changed. Crews now are required to send only strike reports and mandatory ATC requirements on H.F. frequencies.

This directive cuts the H.F. report total down to about ten percent in comparison. Other activities included in this Section are matters pertaining to mobility and a survey of the Squadrons regarding the status and requisitioning of the Pilot's hand book amendments.

Installation of the 307th Wing intercom and telaudio-graph systems were completed.

INTELLIGENCE BRANCH:

2/
During the month of April, the Intelligence Section underwent a few major changes. One was the leaving of Lt Colonel Jess Baker, Director of Intelligence, to the 5th Air Division. Major Larry R. Smith is the present D.O.I.

Many hours and nights were spent on the reaccomplishment of the P-2 Card System as directed by Higher Headquarters. This project is near completion.

Approximately fifteen hours of lectures were completed by mission support in accordance with the block training program 50-24.

-
2. 307th Director of Intelligence Historical Report for the month of April.

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370TH BOMBARDMENT SQUADRON

The period 1 April 1956 through 30 April 1956, found the 370th Bombardment Squadron, 307th Bombardment Wing (M), preparing to move most of the Squadron Offices to a new location. Officers and Airmen were working to improve the new Offices before moving.

Fifty one sorties were flown in the 370th Bombardment Squadron in April for a total of 472:50 hours. As of the 30th of April this Squadron had a total of fifteen crews of which nine are combat ready and six non-combat ready.

Flying Training this month was affected considerably by the establishment of a strict policy concerning crews flying their assigned aircraft. All aircraft were assigned to crews on the basis of sortie production versus training requirements of the crew to which assigned. The new aircraft received were assigned to the older crews who flew every sortie in their own aircraft. This curtailed the upgrading program to a small degree but gave the older crews who have had little flying in the past few months a chance to recover their proficiency.

The requirements for the month of April were met to a certain degree of satisfaction although the heavy flying schedule took its toll on some scheduled classes. The areas where satisfaction was prevalent were in the ECM and 66-12 Manual Courses.

This page was taken from the 370th Bombardment Squadron Historical Report for the month of April.

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Eighty four percent of the Squadron Officer Personnel have completed their ECM requirements which is twenty percent higher than the next highest Squadron.

Due to the foresight on the part of the Squadron Commander in setting up 66-12 lectures within the Squadron, they had 100% attendance, except for those on leave, TDY, etc. The schedules for the ground trainers were met when possible. All combat ready observers got in their necessary EWP runs on the ultrasonic trainer. On the whole the ground training for the month progressed quite satisfactorily.

* The period 1 May through 31 May found the 370th Bombardment Squadron, set up in the new location.

This Squadron has a total of 383:55 hours flying time for this reporting period. Sixty five sorties were flown by the sixteen crews assigned this Squadron. Ten are combat ready and six are not.

The 370th Bombardment Squadron flew fifty-three operational missions, six test flights and fifteen ferry flights for a total of 383:55.

Fifteen B-47E type aircraft are assigned to this Squadron, at present there are thirteen new aircraft and one old type. Two new aircraft are scheduled to arrive in the month of June.

*Taken from the 370th Bombardment Squadron, 307th Bombardment Wing (M) Historical Report, Dated May 1956

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371ST BOMBARDMENT SQUADRON

During the period from 1 April to 30 April 1956, several changes occurred in Squadron administration. The Squadron adjutant position was officially deleted from the manning documents, however, this Squadron will continue to carry one Officer with additional duty of Squadron Officer to assist in administration.

Eight Airmen successfully passed OJT tests during the month of April. Six of these men were in the critical 4315LE field and two were in the supply career field.

The primary effort of this Squadron during April was devoted to Combat crew training as prescribed in SAC Regulation 50-8, SAC Regulation 50-34 and SAC Regulation 51-19.

FLYING TRAINING:

On 30 April, eleven crews were participating in SAC Regulation 50-8 requirements, three crews were training under SAC Regulation 50-43 and one crew was preparing for combat training under SAC Regulation 51-19.

A total of 70 sorties and 398:10 hours were flown during April. Sorties and hours are broken down as follows:

	<u>Sorties</u>	<u>Hours</u>
50-8 Training	29	174:45
50-43 "	22	136:45
51-19 "	8	47:45
Test Hops	9	23:20
Ferry's	6	15:35

This page was taken from the 371st Bombardment Squadron, April

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The Squadron lost fifteen sorties, approximately 100 hours due to the weather, Maintenance and fuel leaks. No crews were formed in this Squadron during the month.

GROUND TRAINING:

Ground training efforts were devoted largely to 51-19 and 50-43 training. Trainer time was utilized to its fullest extent whenever flying commitments did not interfere.

MAINTENANCE:

Major events during April are as follows; (a). One aircraft had a fuel leak, out of commission 90% of the time, this has been corrected by replacing the aircraft. (b). Received two aircraft from periodic inspection/maintenance. (c). Performed twenty six post flights. (d). Sent one aircraft to SES. (e). Lost four aircraft to IRAN. (f). Received our new aircraft from the factory.

The primary effort of this Section during May was devoted to combat crew training as prescribed in SAC Regulation 50-8 requirements, SAC Regulation 50-43 and SAC Regulation 51-19.

A total of sixty five sorties and 346:15 hours were flown during

May. Sorties and hours are broken down as follows:

50-8 Training	31	189:45
50-43 "	13	74:50
51-19 "	5	32:35
Test Hops	5	134:5
Ferry	11	35:20

The Squadron lost twelve sorties, approximately eighty five hours due to weather maintenance, radar and fuel leaks.

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372ND BOMBARDMENT SQUADRON

The training goal of the 372nd Bombardment Squadron is to become combat ready in a minimum of time while obtaining a maximum of quality in their official duties, both in the air and on the ground.

As of 31 May 1956, they had a total of fourteen crews assigned, eleven of which are combat ready. All crews have completed SAC Regulation 51-19 ground school and MTD training. The emphasis this month was placed on the 50-8 phase of training. Due to the fact that they are now under 50-8 and they now have new aircraft, this Squadron should show considerable improvement over the past months.

SUPPLY AND MAINTENANCE:

This Section is still in the process of making changes on 1120 cards due to new (UAL) Unit Authorization List. A few shortages still remain to be ordered and overages are still in the process of being turned in.

The new UAL caused the Unit Mission Equipment and Unit Support Equipment to take a small gain in three percentages.

UME AUTH:	23542	UME ON HAND:	20507	UME %	87
USE AUTH:	1684	USE ON HAND:	1439	USE %	88

No changes were made in personnel during the month of May.

This page was taken from the 372nd Bombardment Squadron Historical Report for the Month of May.

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CHAPTER IV - MATERIELSECTION I - MAINTENANCE

During the last reporting period, personnel of the 307th Armament and Electronics Maintenance Squadron were primarily concerned with providing quality maintenance on Wing B-47 and KC-97 type aircraft.

Continued emphasis has been put on mobilizing for the future TDY. Men who have a hardship have had their forms and letters reviewed and have been informed as to the results.

The main purpose of the programing has been to evaluate all personnel in order to locate any technical weakness of the individual airman, to train these airmen in areas of their weakness, to qualify all personnel in their technical responsibility, to coordinate with MTD, Technical Representatives, and consolidated personnel section to provide courses to assist in training all personnel.

Technical Representatives were assisted to train personnel in performing post flight inspections on A-5 Gunlaying System. Technical Representatives also helped solve flight line problems on K-System, Com/Nav System and A-5 Gunlaying System, Autopilot, and Weapon Release System.

Training Conducted and Number of Students in each:

<u>SUBJECT</u>	<u>NUMBER OF STUDENTS</u>	<u>AFSC</u>	<u>STUDENT HOURS</u>
1. K-System	255	32130E 32150E	928

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<u>SUBJECT</u>	<u>NUMBER OF STUDENTS</u>	<u>AFSC</u>	<u>STUDENT HOURS</u>
2. ECM	33	30131A 30133A 30153A	241
3. A-5 Gunlaying System	117	32350C 32330C	488
4. Auto-Pilot	50	42330R 42350R	127
5. Radar	13	30131A 30151A	25
6. Radio	39	30130C 30150C	122

BOMBING AND NAVIGATION SECTION:

Aircraft #220 in the 371st Bombardment Squadron had numerous missions with multiple Az mark malfunctions. The first mission was 20 April, 1956. This malfunction was intermittent. This section changed the SN-135 several times, but the malfunction still persisted. Aircraft flew 9 May with no malfunctions. Then multiple Az marks showed up again on mission of the 15th of May. After extensive trouble shooting by several mechanics with tech. rep. assistance, the trouble was finally traced to the stab. unit. The SD-3515 in the stabilizing unit was found to be bad. It was replaced with a new syncho. This cleared the malfunction and the aircraft flew the 18th and 23rd of May with no malfunction.

During the month of May several old aircraft left this station and were replaced by new aircraft. All spare amplifiers were removed from old aircraft and sent to the shop for bench check. All serviceable amplifiers were returned to flight line to be replaced in new aircraft spare racks.

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PART II

The Tactical Squadrons of the 307th Bombardment Wing (M) flew a total of 220 missions for 1152 flying hours for the month of May. The Air Refueling Squadron logged 84 missions for 510 flying hours.

Maintenance confirmed 216 sorties for 1400 hours (flying) for B-47 type aircraft and delivered 186 operational sorties for 1068 flying hours. The Air Refueling Squadron delivered 73 missions for 504 flying hours out of a programmed 95 sorties for 550 flying hours.

Sixteen B-47 aircraft were lost to IRAM during the month, and eighteen new aircraft were received. B-47E aircraft number 53-4224 was on an S.E.S. mission at McDill AFB, Florida and was replaced by 53-1906 during the month.

Maintenance Quality Control inspected 19 post flights, 1 periodic inspection, 28 special inspections, 5 engine changes, 12 flight tests, 7 U.R.'s for a total of 496 failure reports during the month of May.

The Aircraft Maintenance Standardization Team with one officer, two airmen maintenance technicians, one com/nav and radar technician, and one A-5 technician assigned, has accomplished the following tasks for this period.

1. B-47 and KC-97 WEMP test were administered to 7 maintenance personnel.
2. Evaluated 14 airmen in operation of MD-3 Generator Sets.

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3. Investigations conducted:

- a. 372nd Bomb Squadron postflight inspection procedures.
- b. Constand Speed Drive Installation.
- c. Fuel shut-off valve leaks - B-47E aircraft.
- d. Routing of AFTO Form 26E'S.
- e. Water Injection malfunctions of B-47E aircraft.
- f. Abort on aircraft 902 - dragging brakes.
- g. Use of Torque Wrenches.
- h. Availability and currency of Time Cards.
- i. Armament and Electronics Maintenance procedures.
- j. Rendezvous Maintenance Procedures.
- k. Fluxgate compass malfunction.
- l. B-47 forward gear centering switch failures.
- m. 4360 valve checking procedures.

4. Special Projects conducted.

- a. Location of aircraft ground receptacles.
- b. Revision of Periodic Inspection Work Cards, AFTO Form 26.
- c. Revision of preflight inspection work cards.
- d. Re-location of Wing De-briefing room.
- e. Fuel Cell Repair.
- f. Intensified OJT Program.

5. Directives prepared and/or published:

- a. Wing Maintenance Policy 66-4-2 rewritten. "Camera Utilization".
- b. Wing Maintenance Policy 66-1-22 rewritten. "Liquid Oxygen Safety Procedures".

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- c. Wing Maintenance Policy on "K" Systems flight test written in draft form for coordination.
- d. Wing Maintenance Policy 66-1-20 rewritten. Preventive Slugs Build-up in 4360 Engine Oil Systems.
- e. Wing Maintenance Policy 66-1-24 rewritten. Fuel System Ground Operation.
- f. Wing Maintenance Policy 66-2-2 written. Use of Unit Change Check Lists.
- g. SOP #47 written. Monthly Meeting with Technical Representatives.
- h. SOP #48 written. Contractor Technician Utilization Program.
- i. SOP #49 written. Servicing of Water Alcohol System B-47 aircraft.
- j. SOP 350 written. Tagging Accessories on repairable engines at removal.

WING LOGISTICS:

Major Denzat T. Harvey, departed this station 10 May 1956 with the 307th Bombardment Wing Survey Team, to conduct a survey of the 307th Bombardment Wing B-47 Rotation Base, and the 307th Air Refueling Squadron Rotation Base. Major Harvey returned to this station 22 May and reported that facilities at the two stations were adequate, and that the Wing Mobility plan could with minor personnel adjustments, be satisfactorily used as a basis for rotation planning.

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G L O S S A R Y

AFTO - Air Force Technical Order
ANFE - Aircraft Not Fully Equipped
AOCP - Aircraft Out of Commission For Parts
ATC - Air Traffic Control
Az - Azimuth
Comm - Communications
DOI - Director of Intelligence
ECM - Electronics Counter Measures
EWP - Emergency War Plans
HF - High Frequency
IRAN - Inspect and Repair as Necessary
MTD - Mobile Training Detachment
NAV - Navigation
OJT - On-the-job-training
PCA - Permanent Change of Assignment
REP - Representatives
RBS - Radar Bomb Scooping
SAC - Strategic Air Command
SES - SAC Evaluation School
STAB - for duty with the (activity, squadron, division etc.
TDY - Temporary Duty
UAL - Unit Authorization List
TECH - Technical

A P P E N D I X

1. General Orders Number 3
2. Wing Commanders Remarks (307th Bomb Wing) May 1956
3. 307th Air Refueling Air Training Report, May
4. RCS 3 SAC T-12 307th Bomb Wing, April
5. 370, 371, 372 Bombing Accomplishments, April
6. 370,371,372 Navigation Accomplishments, April
7. Jet Crew Air Training Report, 307th Bomb Wing, April
8. 307th Air Refueling Squadron, Commanders Remarks, April
9. 307th ARS Refueling Air Training Report, April
10. 307th Bombardment Wing Commanders Remarks, May
11. 307th Bomb Wing Air Training Report, May
12. 307th Bomb Wing Training Plan, April
13. 307th Bomb Wing Training Plan, May
14. 307th Bomb Wing Mission "Date Roll ALFA"
15. 307th Bomb Wing Maintenance Bulletin
16. 307th Bomb Wing Mission "Spring Cleaner"
17. 307th Bomb Wing Mission "Date Roll BRAVO"
18. 370,371,372 Bombing Accomplishments
19. 370,371,372 Navigation Accomplishments
20. Special Orders Number 31
21. Lincoln Air Force Base Strength Report, May
22. Special Orders Number 26
23. Special Orders Numbers 27
24. Special Orders Number 28
25. 307th Directorate of Operations Historical Report, May

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

1

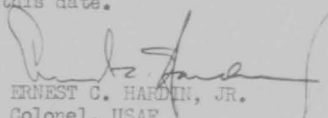
GENERAL ORDERS)

15 April 1956

NUMBER 3)

ASSUMPTION OF COMMAND. Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 307th Bombardment Wing, Medium (SAC), effective this date.

DISTRIBUTION
"A"


ERNEST C. HARDEN, JR.
Colonel, USAF
Commander

1408

CONFIDENTIAL

HEADQUARTERS

300TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base
Nebraska

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307007

5 JUL 1964

SUBJECT Section IV, Wing Commander's Remarks 9-SAC-T 10

TO: Commander
Eighth Air Force
Wentover Air Force Base
Massachusetts

1. The principle causes of reduced sorties during May for this Squadron were a heavy Technical Order compliance program, and a decreased supply support. The latter, in addition to being a problem itself, aggravated the former.

2. In order to have the TOC program completed in time for this unit to deploy as scheduled, it has been necessary to have an average of four (4) aircraft in the TOC cycle at all times. This coupled with a supply effectiveness rate averaging 50% reduced the daily average aircraft in commission to thirteen (13). This situation will continue through June.

3. For the reasons indicated above, plus the tanker requirements of the upgrading and standardization programs, this Wing has been unable to provide sufficient tankers to mount more than one (1) cell at a time for accomplishment of the multiple cell refueling requirements of SAC Regulation 50-8. The integration of this requirement, which would normally be accomplished on a USOW, into a regular schedule tends to lessen the effectiveness of the cyclic maintenance program by causing a series of peak loads.

4. In the personnel areas problems existed in both airmen and officer manning.

a. Radio Operators 293X2. The Wing is authorized thirty (30) radio operators and has thirty-nine (39) assigned. Due to the approaching date of separation of eight (8) airmen, they will not deploy with the Wing. Consequently, there will thirty-one (31) Radio Operators assigned. There are presently twenty-seven (27) KC-97 crews assigned to the Wing, with a projected buildup to thirty (30) crews in ninety (90) days. In effect, this would leave this Wing with one (1) filler, which is an inadequate ratio in the event of personnel being placed in DNIF Status or any other unforeseen occurrence.

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307DOT, Subj: Section IV, Wing Commander's Remarks (S-SAC-T-12)

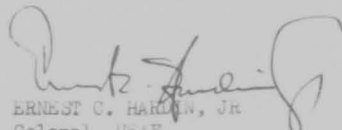
b. Flight Engineers (43371). There are presently twenty-eight (28) Flight Engineers assigned with a projected loss of one (1) airman due to a Compassionate Reassignment. There are twenty-seven (27) crews assigned to the Air Refueling Squadron. There is a projected input of two (2) KC-97 Aircraft Commanders on 10 June. Normally, two (2) crews would be formed on that date. However, the lack of Flight Engineers will be a limiting factor towards building any additional crews.

c. Administrative Clerks (702X0). Attention is invited to the comment in 307th Bomb Wing report S-SAC-T-12 on this area. This problem is also affecting the 307th Air Refueling Squadron.

d. KC-97 Navigators (1525P). There are presently twenty-eight (28) KC-97 Navigators assigned with a projected input of one (1) Navigator. Twenty-seven (27) of the assigned navigators are on crews. Three (3) Navigators are due for separation in October and November 1956. This will require placing two (2) filler Navigators on two (2) crews as replacements and the disbandment of one (1) crew at that time.

e. Aircraft Commanders. Two (2) KC-97 Aircraft Commanders are to be assigned to the Wing 10 June 1956. Due to a lack of Flight Engineers it will not be possible to form two (2) new crews.

f. Communications Officer (3024). Repeated attempts have been made since October 1955 to fill the requirement for a Communications Officer for the Air Refueling Squadron, where one (1) officer is authorized and no officer is assigned, to no avail. It is believed that communication difficulties will be encountered during the Wing's forthcoming TDY which will cost this Wing, mission-wise due to the inability of higher headquarters' compliance with our request for a Communications Officer. In addition, the training program for our radio operators has suffered because of this lack of a Communications supervisor.


 ERNEST C. HARLOW, JR.
 Colonel, USAF
 Commander

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307th Air Refueling Squadron, 307th Bomb Wing (M), 1 - 31 May 1956.

HEADQUARTERS
307TH AIR REFUELING SQUADRON (M)
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

3ARS

3 June 1956

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
(RCS: 9-SAC-T12)

TO: Commander
307th Bombardment Wing (M)
Lincoln Air Force Base
Nebraska

PART III - Squadron Commander's Remarks.

1. Higher Headquarters Directed Missions:

- a. Refueling Four (4) fighters from Larson AFB - 15:00 hours.
- b. Air Demonstrations Armed Forces Day - 40:50 hours.
- TOTAL - 55:50 hours.

2. Weather or Local Conditions.

a. Weather caused cancellation of 28:45 flying hours. Three (3) sorties were cancelled and remaining time was lost on flights that were curtailed.

3. Air Traffic control delay information.

- a. Not Applicable.

4. Restrictive directives:

- a. T.O. 3HA1-1-502 inspection and rework of all fairing type steel prop blades grounded five (5) aircraft each three (3) days.
- b. T.O. IC-97 K-231, Modification of tail cone beacon.
- c. T.O. KC-97 K-211, Modification of APN-69.
- d. T.O. IC-97-299, Modification of Landing gear safety switch in all "F" models.
- e. T.O. IC-97 K-344, Installation of flex joint coupling on "G" models.
- f. Total grounding for items b, c, d, and e - each assigned aircraft five (5) days.

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 May 1956.
307ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (RCS: 9-SAC-T12).

5. Combat crew members gains and losses.

a. Crew members gained:

- (1) Three (3) aircraft commanders.
- (2) Four (4) Radio operators.

b. Crew Members Lost:

- (1) One (1) Aircraft Commander - PCS.
- (2) Three (3) Boom Operators - Discharged.
- (3) One (1) Boom Operator - Deceased.
- (4) Three (3) Radio Operators - Discharged.

6. Crew member changes:

- a. One (1) Aircraft Commander.
- b. Two (2) Pilots.
- c. Four (4) Radio Operators.
- d. Three (3) Boom Operators.

7. New crews:

- a. Three (3) non-ready crews formed during the month: IM-29, 1 May 56, IM-30, 7 May 56, IM-31, 21 May 56.

8. Crew Status Changes:

- a. T-07 downgraded to "M" status 25 May 1956 - Aircraft Commander PCS.
- b. M-13 to T-13, 21 May 1956 - upgraded.

9. Standardization crews:

- a. Crew T-01 - 8 Aug 54.
- b. Crew T-11 - 15 Feb 56.

10. TOC on aircraft and status of maintenance caused excessive deviation from monthly 60-9 schedule due to cancellation of aircraft from schedule. Requirement of wing to schedule participation in a night mass refueling for each combat receiver crew required concentration of all tanker sorties to be mass refuelings. SAC Reg 51-19 training and SAC Reg 50-8 requirements were lost due to this requirement as aircraft availability would not support additional sorties.

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307th Air Refueling Sqdn. 307th Bomb Wing (M), 1 - 31 May 1956.
3ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (RCS: 9-SAC-T12).

11. Refueling Data:

a. Sorties scheduled and confirmed: 77.

b. Number of sorties:

(1) 47.

(2) 33.

(3) 40.

c. Number of aborts.

(1) 2.

(2) 11.

(3) 5 (failed to get Rendezvous only).

(4) 1.

(5) 17 - (Maintenance cancellations).
4 - (Receiver aborts).

d. Mass Night Refuelings.

(1) 15.

(2) 0.

(3) 0.

(4) 0.

NOTE: Missions were cancelled because of non-availability of aircraft. Single sorties were rescheduled in place of the scheduled night mass refueling.

12. The ability of maintenance to deliver flyable aircraft on a schedule basis has regressed to the point that a firm weekly flying schedule cannot be maintained. This has resulted in confusion and lowered morale. The capability of maintenance to produce flyable aircraft has been adversely affected by the following factors:

a. Low supply support: Supply support for this unit is now averaging 50%.

b. High cannibalization rate: 74 cannibalizations occurred in this unit in May 56.

c. T.O.C. modification program: Aircraft placed out of commission for TOC have not been placed back in commission on time.

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 May 1956.
3ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (RCS: 9-SAG-TL2).

d. Failure to receive aircraft in commission after periodic inspection, for example: aircraft 383 entered periodic inspection on 6 April 56, 384 on 24 April, 377 on 9 May and 382 on 18 May. None of these aircraft have flown since entering periodic inspection. An accumulation of these factors has resulted in only an average of seven (7) or eight (8) aircraft out of twenty one (21) being in the active flying schedule. Without a rapid correction of this situation, this organization is placed in serious jeopardy concerning its ability to carry out a training program and its EWP commitments.

Everett B Thurlow
EVERETT B THURLOW
Lt Col, USAF
Commander

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AIR REFUELING AIR TRAINING REPORT - PART I										UNIT		MONTH		PAGE NR		NR OF PAGES		REPORTS CONTROL SYMBOL															
										307th Air Refueling Squadron		May 1956		1		3		9-3AC-T12															
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION												
1	2	3	4	5	6		7		8		9		10		11		12		13		14		15			16		17		18			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USON	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-12-75		NR OF DAY CELESTIAL NAVIGATION LEGS	TOTAL LEGS	NIGHT CELESTIAL			NUMBER OF RADAR NAVIGATION LEGS	NR OF PRESS PATTERN LEGS (NIGHT)	NUMBER OF LORAN NAVIGATION LEGS					
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3								
6-30	11-15	17-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-52	53-54	56-58	60-62	63-65					
T01	KC097	03	14	-	01	01	-	-	01	01	01	01	-	-	01	01	-	-	01	01	01	-	-	-	-	-	-	-	-	-	-		
T11	KC097	-	-	-	-	-	-	-	NO ACCOMPLISHMENTS CREW ON LEAVE										-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUB TOTAL	-	03	14	-	01	01	-	-	01	01	01	01	-	-	01	01	-	-	01	01	01	-	-	-	-	-	-	-	-	-	-		
T03	KC097	01	01	-	02	02	02	02	-	-	-	-	-	-	01	01	-	-	02	01	-	-	-	-	-	-	-	-	-	-	-		
T04	KC097	08	57	-	02	02	02	02	-	-	02	02	01	01	01	03	-	-	02	02	02	01	14	-	-	-	02	-	-	-	-		
T05	KC097	06	42	-	03	03	01	01	02	02	01	01	-	-	01	-	-	-	01	-	01	01	12	-	-	01	-	-	-	-	-		
T06	KC097	04	19	-	04	04	04	02	02	02	02	02	-	-	04	03	-	-	02	02	-	-	-	-	-	-	-	-	-	-	-		
T07	KC097	04	27	-	02	02	02	02	-	-	01	01	-	-	01	01	-	-	01	01	-	02	03	08	-	-	-	-	-	-	-	-	
T08	KC097	03	23	-	01	01	01	01	-	-	-	-	-	-	01	-	-	-	01	-	-	01	07	-	-	03	02	-	-	-	-		
T09	KC097	05	24	-	01	01	01	01	-	-	-	-	-	-	05	05	-	-	04	04	-	01	12	-	-	-	-	-	-	-	-	-	
T10	KC097	08	46	-	01	01	-	-	01	01	01	01	-	-	01	01	-	-	01	01	01	-	-	-	-	02	-	-	-	-	-	-	
T12	KC097	03	21	-	02	02	01	01	01	01	01	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
T14	KC097	05	35	-	03	03	01	01	02	02	01	01	-	-	02	02	-	-	02	01	-	-	-	-	-	02	-	-	-	-	-	-	
T17	KC097	01	05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	02	-	-	-	-	-		
T18	KC097	03	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	01	-	-	-	-	-		
T19	KC097	02	16	-	01	01	01	01	-	-	01	01	-	-	02	02	-	-	01	01	01	01	01	-	-	02	-	-	-	-	-	-	

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AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																										
					307th Air Refueling Squadron	May	2	3	9-54C-T12																										
A. GENERAL					B. AIR REFUELING										C. RADAR RENDEZVOUS						D. NAVIGATION														
1	2	3	4	5	6		7		8		9		10		11		12		13		14		15			16			17			18			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USC	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS 20,000 LBS		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		AN/APN-127E		NR OF DAY CELESTIAL NAVIGATION	TOTAL LESS	CIRCULAR ERROR			NUMBER OF RADAR NAVIGATION	NUMBER OF LEGS 107N-10	NUMBER OF LOTAN NAVIGATION	NUMBER OF LOTAN NAVIGATION						
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.			1	2	3										
6-10	11-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	57-59	61-63	65-67	69-71	73-75	77-79	81-83	85-87	89-91	93-95	97-99	101-103	105-107	109-111	113-115	117-119	121-123	125-127	129-131	133-135				
T20	KC097	06	12	--	03	03	02	02	01	01	--	--	--	--	04	04	--	--	03	03	--	--	--	--	--	--	--	--	--	--	--	--			
T21	KC097	04	29	--	02	04	05	02	--	--	01	01	--	--	02	02	--	--	02	02	01	01	15	--	--	--	--	--	--	--	--	--			
T23	KC097	06	14	--	01	01	01	01	--	--	--	--	--	--	02	02	--	--	02	02	02	02	--	--	--	--	--	--	--	--	--	--			
T24	KC097	02	16	--	03	03	03	03	--	--	02	02	--	--	01	01	--	--	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--		
T25	KC097	03	16	--	03	03	03	03	--	--	02	02	--	--	--	--	--	--	--	--	--	--	01	01	--	--	--	--	--	--	--	--	--		
T13	KC097	--	--	--	01	01	--	--	01	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
SUB TOTAL	--	73	473	--	35	38	25	25	10	10	16	16	01	01	30	31	--	--	24	24	07	07	--	--	--	--	--	--	--	--	--	--	--		
M-13	KC097	03	17	--	--	--	--	--	--	--	--	--	--	--	03	03	--	--	02	02	01	01	--	--	--	--	--	--	--	--	--	--	--		
M-30	KC097	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
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TOTAL	--	79	506	--	36	36	25	25	11	11	17	17	01	01	34	31	--	--	27	23	10	10	--	--	--	--	--	--	--	--	--	--	--	--	
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NON-COMBAT	--	--	--	--	--	01	01	01	--	--	--	--	--	--	--	--	--	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--	--
COMBAT READY	--	--	--	--	--	03	03	03	03	--	--	01	01	01	01	02	02	--	--	02	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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AIR REFUELING AIR TRAINING REPORT - PART I					UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL																						
					307th Air Refueling Squadron	May	3	3	9-340-112																						
A. GENERAL					B. AIR REFUELING					C. RADAR RENDEZVOUS					D. NAVIGATION																
1	2	3	4	5	6		7		8		9		10		11		12		13		14		15			16	17	18			
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF SORTIES	FLYING TIME	USCM	TOTAL REFUELINGS		DAY REFUELINGS		NIGHT REFUELINGS		IN RADIO SILENCE		KC-97 FIGHTER REFUELINGS (20,000 LBS)		TOTAL RENDEZVOUS		MULTIPLE RENDEZVOUS PATTERN		ANTAPN-1276		NR OF DAY RENDEZVOUS	NR OF NIGHT RENDEZVOUS	TOTAL LEGS	CIRCULAR ERROR			NUMBER OF CIRCULAR NAVIGATION LEGS	NR OF PRESS. PATTERN (SCN78)	NUMBER OF CIRCULAR NAVIGATION LEGS		
					ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2				3							
9-20	11-15	13-19	21-23	26-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65	15-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-54	56-58	60-62	63-65			
SUB					04	04	04	04			01	01	01	01	01			04	04	04	04						05	01			
TOTAL																															
DM-04	KC-97				CREW TDY WEST PALM BEACH FLA, RETURN DATE, 21 JULY 56																										
DM-27	KC-97				CREW TDY WEST PALM BEACH FLA, RETURN DATE, 21 JULY 56																										
DM-28	KC-97				CREW TDY WEST PALM BEACH FLA, RETURN DATE, 21 JULY 56																										
DM-39	KC-97				CREW TDY WEST PALM BEACH FLA, RETURN DATE, 21 JULY 56																										
DM-31	KC-97				CREW TDY RANDOLPH AFB, TEXAS, RETURN DATE, 1 SEPT 56																										

SAC FORM 36
1 APR 56

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AIR REFUELING AIR TRAINING REPORT - PART II															UNIT	MONTH	PAGE NR	NR OF PAGES	REPORTS CONTROL SYMBOL								
															307th Air Refueling Squadron	May	1	3	9-SAC-T12								
E. GEN	F. CEL GRID NAV.			G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. RD.	L. MISCELLANEOUS											
19	20			21	22		23	24	25	26	27	28	29			30	31	32	33	34	35	36	37	38	39	40	41
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF COMPLETE PILOT PROF. MISSIONS	LOAD A MAX. PASS. OR CARGO	PRECOMPUTATION OF MAX. LOAD	NUMBER OF SIMULATED RAIL-OUTS	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDING ATTEMPTS	NR OF SIMULATED CRASH LANDING ATTEMPTS (MAX PASS.)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT CELL MISSIONS	DATE OF LAST STANDARDIZATION CHECK	LECC ADJUMP	PERF INDEX	PERF INDEX	DNY HAU	ATBOMF	RADAR APT	TAKEOFF & LANDING	TAKEOFF & LANDING	CCA & ILS	CCA & ILS	PFI	GVRO OUT
		1	2																								
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	56-58	60-62	63-65													
T01	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	05	23	03	04	--	22	
T11	--	--	--	--	--	NO ACCOMPLISHMENTS	CREW ON LEAVE	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
SUM TOTAL	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	05	23	03	04	--	22	
T03	--	--	--	--	03	--	--	--	--	--	--	--	--	--	FEB	--	--	--	01	--	01	--	01	--	--	--	
T04	--	--	--	--	03	01	01	01	02	02	--	--	--	--	MAR	02	96	100	--	--	04	08	02	--	--	--	
T05	--	--	--	--	03	04	04	04	--	--	--	--	--	--	MAY	01	83	--	19	--	11	05	04	03	11	11	
T06	--	--	--	--	03	01	01	01	--	--	--	--	--	--	NOV	--	--	--	32	03	04	--	03	--	--	--	
T07	01	05	--	--	03	02	02	02	--	--	--	--	--	--	JAN	--	--	--	12	01	29	--	05	--	--	--	
T08	01	02	--	01	--	03	--	--	--	--	--	--	--	--	APR	01	99	--	13	03	05	05	03	04	11	11	
T09	01	03	--	01	--	03	01	01	01	--	--	--	--	--	MAR	--	--	--	--	03	03	--	--	--	--	--	
T10	01	09	--	--	--	--	02	02	02	--	--	--	--	--	JAN	--	--	--	--	--	04	02	02	01	01	--	
T12	--	--	--	--	--	03	01	01	01	--	--	--	--	--	MAR	01	88	--	05	--	03	02	--	01	--	--	
T14	02	08	09	--	--	02	03	03	03	--	--	--	--	--	MAY	02	96	--	05	02	09	--	--	--	--	--	
T17	--	--	--	--	--	02	01	01	01	--	--	--	--	--	APR	--	--	--	--	--	02	--	01	--	--	--	
T18	--	--	--	--	--	02	02	02	02	01	01	--	--	--	NOV	--	--	--	--	--	01	--	--	02	01	--	--
T19	01	14	--	--	--	03	01	01	01	--	--	--	--	--	MAR	01	92	--	--	--	01	--	01	--	--	--	

SAC FORM 1 APR 58 36 a

PREVIOUS EDITIONS ARE OBSOLETE. FC: 2720

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Air Force-SAC, Offutt (O-101056)

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AIR REFUELING AIR TRAINING REPORT - PART II														UNIT 307th Air Refueling Squadron				MONTH May		PAGE NR 2		NR OF PAGES 3		REPORTS CONTROL SYMBOL 9-SAC-T12			
E. GEN	F. CEL GRID NAV.			G. P.P.	H. LOADING		I. EMERGENCY PROCEDURE DRILLS					J. CELL MISSIONS			K. STD. BD	L. MISCELLANEOUS											
CREW NUMBER	TOTAL LEGS	CIRCULAR ERROR		NUMBER OF COMPLETE PILOT PROF. MISSIONS	KC-97		NUMBER OF SIMULATED SALVAGE	NUMBER OF SIMULATED DITCHINGS	NR OF SIMULATED CRASH LANDING (ANCHER)	NR OF SIMULATED LANDING (MAX PASS)	PASSENGER EMERGENCY PROCEDURE BRIEFING	TOTAL CELL MISSIONS	DAY CELL MISSIONS	NIGHT MISSIONS	DATE OF LAST STAN- DARDIZATION CHECK	LRCC ACCOMP	PERF INDEX	PERF INDEX	DRY H.U.	AIRBORNE RADAR AT	TAKEOFF & LANDING	TAKEOFF & LANDING	GCA & ILS	GCA & ILS	PFI	GYRO OUT	
		1	2		LOAD, & UNLOAD OF CARGO OR PASSENGERS	PRECOM- PUTATION OF MAX LOSS																					21
T20	01	17	-	-	-	-	02	02	02	02	02	-	-	-	MAY	01	92	-	58	02	05	-	-	-	-	-	
T22	02	13	19	-	-	03	01	01	01	-	-	-	-	-	DEC	02	92	93	19	01	02	01	-	01	-		
T23	01	09	-	-	-	02	03	03	03	02	02	-	-	-	MAY	01	96	-	08	-	03	-	01	-	-		
T24	01	07	-	-	-	01	01	01	-	-	-	-	-	-	DEC	-	-	-	12	-	02	-	-	01	-		
T25	01	15	-	-	-	03	-	-	-	01	01	-	-	-	JAN	-	-	-	14	01	03	-	01	-	-		
T13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	DEC	-	-	-	02	-	-	-	-	-	-		
SUB TOTAL	13	102	28	02	-	41	26	26	26	08	08	-	-	-	-	12	-	-	200	17	91	23	26	12	23	22	
M13	02	-	-	-	-	03	-	-	-	-	-	-	-	-	-	01	-	-	-	03	05	05	01	01	-		
M30	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SUB TOTAL	03	-	-	-	-	03	-	-	-	-	-	-	-	-	-	01	-	-	-	03	05	05	01	01	-		
TOTAL	16	102	28	02	-	44	26	26	26	08	08	-	-	-	-	13	-	-	200	20	101	51	30	17	23	44	
XXXX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
NON-COMBAT READY PRACTICE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
COMBAT READY PRACTICE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

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HEADQUARTERS
 10TH COMBATTANT AIR GROUP
 Langley Air Force Base, Virginia

NOTES

1 May 1956

SUBJECT: Wing Commander's Remarks 1-30 April 1956

TO: Commanding
 10th Air Force
 Westover Air Force Base
 Massachusetts

PART VI

1. Hours per flight mission report by
 (a) Major Westover, 10th
 (b) Major Westover, 10th

DATE	DESCRIPTION	PERIOD	REMARKS
1	10th Air Force 10-10	10-10	10-10
2	10th Air Force 10-10	10-10	10-10
3	10th Air Force 10-10	10-10	10-10
4	10th Air Force 10-10	10-10	10-10
5	10th Air Force 10-10	10-10	10-10
6	10th Air Force 10-10	10-10	10-10
7	10th Air Force 10-10	10-10	10-10
TOTAL		1475	1475

(a) Reference priority 10-10 was lost primarily due to weather and fire maintenance shorts.

(b) Reference priority 10-10 was lost primarily due to weather and fire maintenance shorts.

(c) Weather and local conditions were 10-10 were lost due to weather and local conditions for weather.

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60-2665

5-1640-c

1421

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6C-2665

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MEMORANDUM FOR THE SECRETARY OF DEFENSE
 SUBJECT: [Illegible]

1. [Illegible]

[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]
[Illegible]	[Illegible]	[Illegible]	[Illegible]

2. [Illegible]

3. [Illegible]

4. [Illegible]

5. [Illegible]

6. [Illegible]

7. [Illegible]

8. [Illegible]

9. [Illegible]

10. [Illegible]

11. [Illegible]

12. [Illegible]

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370th, 371st, 372nd BOMB GR, 307th Bomb Wing (B), 1 - 30 April 1946
HQ 307th B (B), 307th B, Part VI, Wing Comm's Remarks (322) 0-0-0-0-0-0

(1) of the three (3) specialists assigned to the 461
squadron, where the manning has reached a critical state

- (4) Administrative Officer (7024). We are authorized
five (5) administrative officers and presently have
four (4) officers assigned. One (1) officer is being
assigned to the 818th Air Base Group in May. One (1)
officer is being reassigned in June to Father Air Force
Base for observer upgrading training, one officer has
recently been assigned to administrative duties men-
tioned in Action (36-57). When these personnel actions
are completed on/about 1 June 1956, we will have one (1)
officer out of five (5) authorized, percent or 20%.

g. 342 Minimum Training Requirements not acknowledged. This was
not training as per provisions of SAC Reg 50-3 for this period.

h. Rescind

1. Non-Ready Crew Training

(1) Breakdown of crew flying time

Crews	Available	Average hours	
		Programmed	Flown
Ready (3)	29	30	21
Non Ready (3)	0	30	13

(2) The non-ready crew shown below did not receive a proper
rate share of the required crew flying time.

Crew	Hours Flown	Percent
372	12-10	100% (100% Required)

m. Field Training Operations

- (1) Test of Facilities - None
(2) Manuevers - None
(3) Exercises - None

o. Rescind

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30th, 371st, 372nd BOMB GRN, 337th Bomb Wing (H), 1 - 30 April 1956
 31, 337th BOMB GRN, 372nd, Subj: Part VI, Wing Comdr's Remarks "400-1-31" 115

p. Comments or Recommendations of the Wing Commander: During April the training of the Wing was adversely affected by weather and the aircraft transfer program.

The hundred and twenty-four hours were lost due to aircraft groundings due to weather, additional training was lost in the IN crew and staff check-out program which is not reflected in this total due to high cross winds which precluded the practice of transition work on four flying days.

Approximately a week to ten days is lost preparing aircraft being transferred out. While this is programmed into the crew training schedule, it constitutes an expenditure of maintenance manpower which is not productive as flying training sorties. In addition the irregular flow and uncertain delivery dates on new aircraft makes crew programming difficult. Upon receipt of new aircraft approximately 5-6 working days are required to complete required maintenance work and prepare it for flight. It is estimated that during April this resulted in the loss of 36 sorties on 334 hours based on 1 sortie per departure aircraft, and 2 per input aircraft.

Fuel leaks developing on new aircraft after arrival at this station have cost several sorties and the expenditure of many maintenance manhours in corrective action. Chief sources of leaks is the fuel plumbing system and connections. Emergency MR's have been submitted.

Another cause of lost sorties on new aircraft has been the forward main gear centering switch. This pertains only to Lockheed L-104. On these airplanes the centering switch is actuated by a phenolic block while Lockheed and Douglas built airplanes use a roller. An emergency MR has been submitted.

MA7A Test bench scheduled for April has not been received (Reference OAF msg 40433 11459, DTG 2 APR 56). Lack of this bench is seriously hampering the 37th Maintenance effort. MA7A spares have been listed separately. Sufficient quantities are not on hand to set up the second bench when received. References - MAR 31 U2, MIA 4 ADIV msg 40433, info 8th AF 4-337, 11459, DTG 20 April 1956, 312th ADIV msg 40433, info 8th AF 5-341-0 DTG 1 May 1956.

q. Special Report on Hi Jinks

a.	b.	c.	d.	e.	f.	g.	h.
R01	Yes	Yes	0	3	0	0	30 Apr 56
R02	Yes	Yes	0	2	0	0	31 Apr 56
R03	Yes	Yes	0	1	0	1	25 Oct 56
R04	Yes	Yes	0	2	0	2	31 Jan 56
R05	Yes	Yes	0	1	0	1	20 Feb 56
R06	Yes	No	0	0	0	0	30 May 56
R08	Yes	Yes	0	0	0	2	9 Nov 56
R09	Yes	AD&CP	0	0	0	0	30 May 56
R10	Yes	No	0	0	0	0	30 May 56

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Louis G. Thorpe

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370TH BOMBON

BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 April - 30 April 56

CREW NO.	AC	OBS.	CAM. RUNS	MALF TEST GPI.	RADAR PRACTICE	CEA	VISUAL PRACTICE	CEA	VISUAL RELEASE	CE
R01	Herman	Eiland	0	0	8	1348	0	-	0	-
R02	Sullivan	Bathurst	1	5	4	1480	0	-	0	-
R03	Koudsi	Weber	5	0	8	4045	0	-	0	-
R04	Peebles	Schwartz	0	3	6	3625	0	-	0	-
R05	McCrory	Gromberg	0	0	0	-	0	-	0	-
R06	Crook	Flynn	0	13	5	1580	0	-	0	-
R08	Brooks	Mattioli	0	0	0	-	0	-	0	-
R09	Chappelle	Stutt	2	0	12	2910	0	-	0	-
R10	Shaver	Schisler	1	0	10	1162	3	1566	0	-
R11	Biggs	Evans	5	0	3	1106	0	-	0	-
N12	Dance	Kretchmer	1	1	13	3185	2	1395	0	-
N13	Clark	Dabney	4	0	4	7240	0	-	0	-
N14	Mills	Najera	2	3	9	2203	4	892	0	-
N15	Trudeau	Reeves	1	0	17	5072	0	-	0	-
N16	Echelberger	Timmons	6	0	14	2204	0	-	0	-
370TH BOMBON TOTALS			28	25	113	2972	9	1228	0	-

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371ST BOMRON

CONFIDENTIAL
BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 April - 30 April 56

<u>CREW NO.</u>	<u>AC</u>	<u>OBS</u>	<u>CAM.</u> <u>RUNS</u>	<u>MALE</u> <u>TEST</u> <u>GPI</u>	<u>RADAR</u> <u>PRACTICE</u>	<u>CEA</u>	<u>VISUAL</u> <u>PRACTICE</u>	<u>CEA</u>	<u>VISUAL</u> <u>RELEASE</u>	<u>CEA</u>
R30	Pope	Pelletier	5	1	6	5153	2	1600	0	--
R31	Minnick	Johnson	0	0	0	--	0	--	0	--
R32	Mattick	Troutman	1	2	10	4042	0	--	0	--
R33	Webber	Allen	0	2	0	--	0	--	0	--
R34	Hoover	Moore	1	0	0	--	1	1700	0	--
R35	Hall	Hill	0	0	0	--	1	320	0	--
R36	Darden	Bicak	3	0	3	3050	0	--	0	--
R37	Blifford	Hesse	3	0	0	--	2	800	0	--
R38	Bowling	Selmo	13	7	5	2392	3	846	0	--
R39	Hofman	Bardnell	0	0	3	936	0	--	0	--
R40	Guy	Fliger	4	4	0	--	3	1146	0	--
N41	Peterson	Samuels	1	1	18	3610	6	2821	0	--
N42	Hibdon	Blum	4	0	1	3070	0	--	4	300
N43	Williams	Jorgenson	0	1	17	1885	0	--	0	--
371ST BOMRON TOTALS			35	18	63	3101	18	1651	4	300

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372ND BOMRON

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BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 April - 30 April 56

CREW NO.	AC	OBS.	CAM. RUNS	MALF TEST GPI	RADAR PRACTICE	CEA	VISUAL PRACTICE	CEA	VISUAL RELEASE	CEA
R60	Nordstrom	Leslie	3	All RBS completed at SES, Totals unknown						
R61	Holden	Anthony	0	3	0	-	0	-	0	-
R62	Hull	Bilek	0	0	1	9650	0	-	0	-
R65	Boudreaux	Hart	0	2	0	-	0	-	0	-
R66	Gieker	Hudkins	5	0	2	1885	0	-	1	1280
R67	Mann	Davis	0	0	6	1556	0	-	0	-
R68	Phillips	Hathaway	2	1	0	-	0	-	0	-
R69	Wheeler	Corey	5	0	3	2906	0	-	0	-
R70	Morrison	Kennedy	2	2	0	-	0	-	0	-
R71	Kohlacheen	Walrath	7	4	8	2076	1	950	0	-
N73	Terry	Roseling	6	0	0	-	0	-	0	-
N74	Reilly	Meyers	9	1	5	2740	0	-	0	-
R75	Dodge	Palmquist	3	0	3	3670	0	-	0	-
N77	Heller	Short	2	0	0	-	0	-	0	-
372ND BOMRON TOTALS			44	13	28	2502	1	950	1	1280
307TH BOMB WING TOTALS			107	56	204	2947	28	1490	5	496

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6c-2709

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30 April 56

3:

CREW IN SES

36

3:

Obs. TDY School

Standboard Crew

36

3:

Wg Standboard Crew

Standboard Crew

Observer on Leave

Obs TDY Stead AFB

6c-2709

6c-2709

6c-2709

370TH BOMRON

CONFIDENTIAL
NAVIGATION ACCOMPLISHMENTS
(Part II)

DATE: 1 April - 30 April

CREW NO.	AC	OBS	NITE CELESTIAL			DAY CELESTIAL		CELESTIAL		GRID		REMARK
			NO.	CEA	RF	NO.	CEA	NO.	CEA	NO.	CEA	
R01	Herman	Eiland	0	-	-	0	-	3	5.8	0	-	
R02	Sullivan	Bathurst	0	-	-	0	-	1	15	0	-	
R03	Koudsi	Weber	0	-	-	0	-	4	45.2	0	-	
R04	Peebles	Schwartz	1	15	100%	4	19.6	0	-	0	-	
R05	McCrary	Gromberg	0	-	-	0	-	0	-	0	-	
R06	Crook	Flynn	0	-	-	1	24	0	-	0	-	
R08	Brooks	Mattioli	0	-	-	1	8	0	-	0	-	
R09	Chapelle	Stutt	3	31	67%	0	-	0	-	3	14.8	
R10	Shaver	Schisler	0	-	-	0	-	0	-	1	3	
R11	Biggs	Evans	0	-	-	1	13	0	-	0	-	
N12	Dance	Kretchmer	2	25	100%	3	24.5	2	24	1	25.5	
N13	Clark	Dabney	0	-	-	0	-	0	-	0	-	
N14	Mills	Najera	1	25	100%	4	9	0	-	2	18.5	
N15	Trudeau	Reeves	1	17	100%	2	12.2	0	-	2	8.2	
N16	Echelbarger	Timmons	4	35.5	50%	2	26.2	0	-	2	22	
370TH BOMRON TOTALS			12	28.5	75%	18	17.2	10	26.1	11	15.4	

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371ST BOMRON

NAVIGATION ACCOMPLISHMENTS
(Part II)

DATE: 1 April - 30 April

CREW NO.	AC	OBS	NIGHT CELESTIAL			DAY CELESTIAL		CELESTIAL		RADAR		REMARK
			NO.	CEA	RF	NO.	CEA	NO.	CEA	NO.	CEA	
R30	Pope	Pelletier	0	-	-	1	6	1	9.5	1	30	
R31	Minnick	Johnson	0	-	-	0	-	0	-	0	-	
R32	Mattick	Troutman	1	20	100%	4	9.6	2	9.5	3	12.5	
R33	Weber	Allen	0	-	-	1	9.5	0	-	0	-	
R34	Hoover	Moore	0	-	-	0	-	0	-	1	43.5	
R35	Hall	Hill	0	-	-	0	-	1	22	0	-	
R36	Darden	Bicak	1	30.5	100%	0	-	1	22	0	-	
R37	Bifford	Hesse	0	-	-	1	30	1	5	0	-	
R38	Bowling	Selmo	1	8	100%	0	-	2	10.5	1	7	
R39	Hoffman	Bardnell	0	-	-	0	-	0	-	1	8.5	
R40	Guy	Fliger	0	-	-	1	40	0	-	0	-	
N41	Peterson	Samuels	3	13	100%	2	13	2	22	0	-	
N42	Hibdon	Blunt	0	-	-	3	22	1	14.5	1	12	
N43	Williams	Jorgenson	3	10	100%	1	25	4	12	0	-	
371ST BOMRON TOTALS			9	14.1	100%	14	17.2	15	13.6	8	17.3	

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372ND BOMBGRN

CONFIDENTIAL
NAVIGATION ACCOMPLISHMENTS
 (Part II)

DATE: 1 April -

CREW NO.	AC	OBS	NITE CELESTIAL			DAY CELESTIAL			CELESTIAL		RADAR		REMARK
			NO.	CEA	RF	NO.	CEA	NO.	CEA	NO.	CEA		
R60	Nordstrom	Leslie	0	-	-	0	-	1	6	0	-		
R61	Holden	Anthony	0	-	-	0	-	0	-	0	-		
R62	Hull	Bilek	0	-	-	1	33	0	-	0	-		
R65	Boudreaux	Hart	0	-	-	1	40	0	-	0	-		
R66	Gieker	Hudkins	0	-	-	2	12.5	0	-	0	-		
R67	Mann	Davis	1	10.5	100%	0	-	0	-	0	-		
R68	Phillips	Hathaway	1	25	100%	0	-	0	-	0	-		
R69	Wheeler	Crorey	1	5	100%	0	-	0	-	0	-		
R70	Morrison	Kennedy	1	13	100%	1	108	0	-	0	-		
R71	Kohlscheen	Walrath	1	31.5	100%	2	15.2	1	6	0	-		
N73	Terry	Roseling	0	-	-	0	-	0	-	1	40		
N74	Reilly	Meyer	2	3.5	100%	2	27.5	0	-	0	-		
R75	Dodge	Palmquist	0	-	-	0	-	0	-	1	31		
372ND BOMBGRN TOTALS			7	13.1	100%	9	32.3	2	6	2	35.5		
307TH BOMB WING TOTALS			28	20	89%	41	20.5	27	17.6	21	18.0		

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(When Filled In)

JET CREW AIR TRAINING REPORT - PART I				UNIT	MONTH	PAGE NO.	NO. OF PAGES	REPORTS CONTROL SYMBOL																																
A. GENERAL				B. BOMBING				C. NAVIGATION																																
1	2	3	4	5. VISUAL RELEASES										6. PHOTO-SCORED ATTACKS			7. ISDA RUNS			8. HIGH LEVEL BREAKAWAY			9. BOMB RELEASE (1-30)			10. NIGHT CELESTIAL					11. OTHER LEGS									
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER SORTIES	FLYING TIME	1	2	3	4	5	6	7	8	9	10	TOTAL RELEASES	TOTAL	GPI	VISUAL	ISDA RUNS	HIGH LEVEL BREAKAWAY	BOMB RELEASE (1-30)	1	2	3	4	5	NO. OF LEGS	DAY CEL.	GRID	CEL. RADAR	MEASURE										
6-10	11-15	16-17	18-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-71	12-13	14-15	16-17	21-22	23-24	25-26	27-28	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66
R01	B-47E	04	31																																					
R02	B-47E	01	05																																					
R03	B-47E	01	06																																					
R04	B-47E	01	08																																					
SUB TOTAL		03	19																																					
R05	B-47E	07	39																																					
R06	B-47E	05	33																																					
R07	B-47E	05	26																																					
R08	B-47E	03	16																																					
R09	B-47E	06	44																																					
R10	B-47E	04	25																																					
R11	B-47E	05	20																																					
R30	B-47E	06	17																																					
R31	B-47E	06	17																																					
Negative (No flight as a complete crew this month)																																								

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62-2862

Air Force - SAC, Office G-44(55) (When Filled In)

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(Where F is the F value)

JET CREW AIR TRAINING REPORT - PART I

INDEX

SAC FORM NOV 64 184 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Offutt O-464(55) (When Filled In)

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SA-108 FORM 104 PREVIOUS EDITION IS OBSOLETE.

As to SAC, Diff: 0-454(55) (When Filled in)

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SAC FORM 15 NOV 54 1840 PREVIOUS EDITION IS OBSOLETE.

Air Force - SAC, Office: O-465(55) (When Filled In)

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SAC 100-441884-1840

PREVIOUS EDITION IS OBSOLETE

65-2664

Air Force = 3,000; Other = 0-445(33) (When Filled In)

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SAC 1 FORM 184b AUG 63 PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt O-92(56)

(When Filled In)

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SAC 1 ^{FORM} AUG 85 184b PREVIOUS EDITIONS ARE OBSOLETE.

Air Force - SAC, Offutt (D-9256)

(When Filled In)

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JET CREW AIR TRAINING REPORT - PART III																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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SAC FORM 184b PREVIOUS EDITIONS ARE OBSOLETE.

65-2663

Air Force - SAC, Offutt, O-9256)

(When Filled In)

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JET CREW AIR TRAINING REPORT - PART IV																				UNIT		MISSION		DATE		NO. OF FLIGHTS		NO. OF CONTACTS		NO. OF CONTACTS		NO. OF CONTACTS		NO. OF CONTACTS																																																																																																																																																																																																																																																																																																								
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CREW NUMBER	NR OF PILOT PROFICIENCY MODS	NR OF PILOT PROFICIENCY MODS	TAKE-OFFS		LANDINGS						GCR						WRECKAGE						FORMATION		REMARKS		REMARKS		REMARKS		REMARKS		REMARKS		REMARKS		REMARKS		REMARKS		REMARKS		REMARKS		REMARKS		REMARKS																																																																																																																																																																																																																																																																																											
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SAC FORM 184c PREVIOUS EDITIONS ARE OBSOLETE.

60-2665

Air Force - SAC, Office (H-9356) (When Filled In)

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JET CREW AIR TRAINING REPORT - PART IV																				UNIT		GRADE		DATE		REPORTING OFFICER		REPORTING OFFICER'S GRADE																																																																																																																																																																																																																																																																																																														
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CREW NUMBER	NO. OF PILOT PROFI- CENCY CHECKS	NO. OF PILOT PROFI- CENCY HOURS	TAKE-OFFS		LANDINGS						GCA						ILAS			APPROACHES			FORMATION		40	41	42	43	44	45	46	47	48	49	50																																																																																																																																																																																																																																																																																																							
			ACFT	CD-PILOT	ACFT COMB			CD-PILOT			ACFT COMB			CD-PILOT			ACFT COMB			CD-PILOT			ACFT COMB													CD-PILOT																																																																																																																																																																																																																																																																																																						
			FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP	TOUCH AND GO	TOTAL	FULL STOP												TOUCH AND GO	TOTAL																																																																																																																																																																																																																																																																																																					
9-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100	101-103	104-106	107-109	110-112	113-115	116-118	119-121	122-124	125-127	128-130	131-133	134-136	137-139	140-142	143-145	146-148	149-151	152-154	155-157	158-160	161-163	164-166	167-169	170-172	173-175	176-178	179-181	182-184	185-187	188-190	191-193	194-196	197-199	200-202	203-205	206-208	209-211	212-214	215-217	218-220	221-223	224-226	227-229	230-232	233-235	236-238	239-241	242-244	245-247	248-250	251-253	254-256	257-259	260-262	263-265	266-268	269-271	272-274	275-277	278-280	281-283	284-286	287-289	290-292	293-295	296-298	299-301	302-304	305-307	308-310	311-313	314-316	317-319	320-322	323-325	326-328	329-331	332-334	335-337	338-340	341-343	344-346	347-349	350-352	353-355	356-358	359-361	362-364	365-367	368-370	371-373	374-376	377-379	380-382	383-385	386-388	389-391	392-394	395-397	398-400	401-403	404-406	407-409	410-412	413-415	416-418	419-421	422-424	425-427	428-430	431-433	434-436	437-439	440-442	443-445	446-448	449-451	452-454	455-457	458-460	461-463	464-466	467-469	470-472	473-475	476-478	479-481	482-484	485-487	488-490	491-493	494-496	497-499	500-502	503-505	506-508	509-511	512-514	515-517	518-520	521-523	524-526	527-529	530-532	533-535	536-538	539-541	542-544	545-547	548-550	551-553	554-556	557-559	560-562	563-565	566-568	569-571	572-574	575-577	578-580	581-583	584-586	587-589	590-592	593-595	596-598	599-601	602-604	605-607	608-610	611-613	614-616	617-619	620-622	623-625	626-628	629-631	632-634	635-637	638-640	641-643	644-646	647-649	650-652	653-655	656-658	659-661	662-664	665-667	668-670	671-673	674-676	677-679	680-682	683-685	686-688	689-691	692-694	695-697	698-700	701-703	704-706	707-709	710-712	713-715	716-718	719-721	722-724	725-727	728-730	731-733	734-736	737-739	740-742	743-745	746-748	749-751	752-754	755-757	758-760	761-763	764-766	767-769	770-772	773-775	776-778	779-781	782-784	785-787	788-790	791-793	794-796	797-799	800-802	803-805	806-808	809-811	812-814	815-817	818-820	821-823	824-826	827-829	830-832	833-835	836-838	839-841	842-844	845-847	848-850	851-853	854-856	857-859	860-862	863-865	866-868	869-871	872-874	875-877	878-880	881-883	884-886	887-889	890-892	893-895	896-898	899-901	902-904	905-907	908-910	911-913	914-916	917-919	920-922	923-925	926-928	929-931	932-934	935-937	938-940	941-943	944-946	947-949	950-952	953-955	956-958	959-961	962-964	965-967	968-970	971-973	974-976	977-979	980-982	983-985	986-988	989-991	992-994	995-997	998-1000

SAC 1 FORM 184c PREVIOUS EDITIONS ARE OBSOLETE.

65-2663

Air Force - SAC, O-9(55)

(When Filled In)

CONFIDENTIAL

1449

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JET CREW AIR TRAINING REPORT - PART IV

GENERAL										PILOT PROFICIENCY										WISCELLANEOUS																																																																																																																																																																																																																																																																																																																						
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CITY NUMBER	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN	WE IV PILOT PROFI- CENCY SIGN																																																																																																																																																																																																																																																																																																														
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000	11-11	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50-52	53-55	56-58	59-61	62-64	65-67	68-70	71-73	74-76	77-79	80-82	83-85	86-88	89-91	92-94	95-97	98-100	101-103	104-106	107-109	110-112	113-115	116-118	119-121	122-124	125-127	128-130	131-133	134-136	137-139	140-142	143-145	146-148	149-151	152-154	155-157	158-160	161-163	164-166	167-169	170-172	173-175	176-178	179-181	182-184	185-187	188-190	191-193	194-196	197-199	200-202	203-205	206-208	209-211	212-214	215-217	218-220	221-223	224-226	227-229	230-232	233-235	236-238	239-241	242-244	245-247	248-250	251-253	254-256	257-259	260-262	263-265	266-268	269-271	272-274	275-277	278-280	281-283	284-286	287-289	290-292	293-295	296-298	299-301	302-304	305-307	308-310	311-313	314-316	317-319	320-322	323-325	326-328	329-331	332-334	335-337	338-340	341-343	344-346	347-349	350-352	353-355	356-358	359-361	362-364	365-367	368-370	371-373	374-376	377-379	380-382	383-385	386-388	389-391	392-394	395-397	398-400	401-403	404-406	407-409	410-412	413-415	416-418	419-421	422-424	425-427	428-430	431-433	434-436	437-439	440-442	443-445	446-448	449-451	452-454	455-457	458-460	461-463	464-466	467-469	470-472	473-475	476-478	479-481	482-484	485-487	488-490	491-493	494-496	497-499	500-502	503-505	506-508	509-511	512-514	515-517	518-520	521-523	524-526	527-529	530-532	533-535	536-538	539-541	542-544	545-547	548-550	551-553	554-556	557-559	560-562	563-565	566-568	569-571	572-574	575-577	578-580	581-583	584-586	587-589	590-592	593-595	596-598	599-601	602-604	605-607	608-610	611-613	614-616	617-619	620-622	623-625	626-628	629-631	632-634	635-637	638-640	641-643	644-646	647-649	650-652	653-655	656-658	659-661	662-664	665-667	668-670	671-673	674-676	677-679	680-682	683-685	686-688	689-691	692-694	695-697	698-700	701-703	704-706	707-709	710-712	713-715	716-718	719-721	722-724	725-727	728-730	731-733	734-736	737-739	740-742	743-745	746-748	749-751	752-754	755-757	758-760	761-763	764-766	767-769	770-772	773-775	776-778	779-781	782-784	785-787	788-790	791-793	794-796	797-799	800-802	803-805	806-808	809-811	812-814	815-817	818-820	821-823	824-826	827-829	830-832	833-835	836-838	839-841	842-844	845-847	848-850	851-853	854-856	857-859	860-862	863-865	866-868	869-871	872-874	875-877	878-880	881-883	884-886	887-889	890-892	893-895	896-898	899-901	902-904	905-907	908-910	911-913	914-916	917-919	920-922	923-925	926-928	929-931	932-934	935-937	938-940	941-943	944-946	947-949	950-952	953-955	956-958	959-961	962-964	965-967	968-970	971-973	974-976	977-979	980-982	983-985	986-988	989-991	992-994	995-997	998-1000

SAC 1 FORM 184C PREVIOUS EDITIONS ARE OBSOLETE. 6C-2665

CONFIDENTIAL

CONFIDENTIAL (When Filled In)

JET CREW AIR TRAINING REPORT - PART IV																				UNIT		POSITION		GRADE		DATE		REMARKS		REMARKS		REMARKS	
GENERAL				PILOT PROFICIENCY																WISCELLANEOUS													
80	81	82	83	84						85						86				87		88		89	90	91	92	93	94	95	96		
Crew Number	Nr of Pilot Proficiency	Nr of Pilot Proficiency	Take-offs	Landings			DCA			SLAC			Approaches		Formation		Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact	Dry Contact				
				ACT DOWN	COPILOT	TOTAL	ACT DOWN	COPILOT	TOTAL	ACT DOWN	COPILOT	TOTAL	ACT DOWN	COPILOT	TOTAL	ACT DOWN														COPILOT	TOTAL	ACT DOWN	COPILOT
5-10	11-12	13-14	15-16	17-18	19-20	21-22	23-24	25-26	27-28	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70			
71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89-90	91-92	93-94	95-96	97-98	99-100	101-102	103-104	105-106	107-108	109-110	111-112	113-114	115-116	117-118	119-120	121-122	123-124	125-126	127-128	129-130	131-132			
133-134	135-136	137-138	139-140	141-142	143-144	145-146	147-148	149-150	151-152	153-154	155-156	157-158	159-160	161-162	163-164	165-166	167-168	169-170	171-172	173-174	175-176	177-178	179-180	181-182	183-184	185-186	187-188	189-190	191-192	193-194	195-196		
197-198	199-200	201-202	203-204	205-206	207-208	209-210	211-212	213-214	215-216	217-218	219-220	221-222	223-224	225-226	227-228	229-230	231-232	233-234	235-236	237-238	239-240	241-242	243-244	245-246	247-248	249-250	251-252	253-254	255-256	257-258	259-260		
261-262	263-264	265-266	267-268	269-270	271-272	273-274	275-276	277-278	279-280	281-282	283-284	285-286	287-288	289-290	291-292	293-294	295-296	297-298	299-300	301-302	303-304	305-306	307-308	309-310	311-312	313-314	315-316	317-318	319-320	321-322	323-324		
325-326	327-328	329-330	331-332	333-334	335-336	337-338	339-340	341-342	343-344	345-346	347-348	349-350	351-352	353-354	355-356	357-358	359-360	361-362	363-364	365-366	367-368	369-370	371-372	373-374	375-376	377-378	379-380	381-382	383-384	385-386	387-388		
389-390	391-392	393-394	395-396	397-398	399-400	401-402	403-404	405-406	407-408	409-410	411-412	413-414	415-416	417-418	419-420	421-422	423-424	425-426	427-428	429-430	431-432	433-434	435-436	437-438	439-440	441-442	443-444	445-446	447-448	449-450	451-452		
453-454	455-456	457-458	459-460	461-462	463-464	465-466	467-468	469-470	471-472	473-474	475-476	477-478	479-480	481-482	483-484	485-486	487-488	489-490	491-492	493-494	495-496	497-498	499-500	501-502	503-504	505-506	507-508	509-510	511-512	513-514	515-516		
517-518	519-520	521-522	523-524	525-526	527-528	529-530	531-532	533-534	535-536	537-538	539-540	541-542	543-544	545-546	547-548	549-550	551-552	553-554	555-556	557-558	559-560	561-562	563-564	565-566	567-568	569-570	571-572	573-574	575-576	577-578	579-580		
581-582	583-584	585-586	587-588	589-590	591-592	593-594	595-596	597-598	599-600	601-602	603-604	605-606	607-608	609-610	611-612	613-614	615-616	617-618	619-620	621-622	623-624	625-626	627-628	629-630	631-632	633-634	635-636	637-638	639-640	641-642	643-644		
645-646	647-648	649-650	651-652	653-654	655-656	657-658	659-660	661-662	663-664	665-666	667-668	669-670	671-672	673-674	675-676	677-678	679-680	681-682	683-684	685-686	687-688	689-690	691-692	693-694	695-696	697-698	699-700	701-702	703-704	705-706	707-708		
709-710	711-712	713-714	715-716	717-718	719-720	721-722	723-724	725-726	727-728	729-730	731-732	733-734	735-736	737-738	739-740	741-742	743-744	745-746	747-748	749-750	751-752	753-754	755-756	757-758	759-760	761-762	763-764	765-766	767-768	769-770	771-772		
773-774	775-776	777-778	779-780	781-782	783-784	785-786	787-788	789-790	791-792	793-794	795-796	797-798	799-800	801-802	803-804	805-806	807-808	809-810	811-812	813-814	815-816	817-818	819-820	821-822	823-824	825-826	827-828	829-830	831-832	833-834	835-836		
837-838	839-840	841-842	843-844	845-846	847-848	849-850	851-852	853-854	855-856	857-858	859-860	861-862	863-864	865-866	867-868	869-870	871-872	873-874	875-876	877-878	879-880	881-882	883-884	885-886	887-888	889-890	891-892	893-894	895-896	897-898	899-900		
901-902	903-904	905-906	907-908	909-910	911-912	913-914	915-916	917-918	919-920	921-922	923-924	925-926	927-928	929-930	931-932	933-934	935-936	937-938	939-940	941-942	943-944	945-946	947-948	949-950	951-952	953-954	955-956	957-958	959-960	961-962	963-964		
965-966	967-968	969-970	971-972	973-974	975-976	977-978	979-980	981-982	983-984	985-986	987-988	989-990	991-992	993-994	995-996	997-998	999-1000	1001-1002	1003-1004	1005-1006	1007-1008	1009-1010	1011-1012	1013-1014	1015-1016	1017-1018	1019-1020	1021-1022	1023-1024	1025-1026	1027-1028	1029-1030	
1031-1032	1033-1034	1035-1036	1037-1038	1039-1040	1041-1042	1043-1044	1045-1046	1047-1048	1049-1050	1051-1052	1053-1054	1055-1056	1057-1058	1059-1060	1061-1062	1063-1064	1065-1066	1067-1068	1069-1070	1071-1072	1073-1074	1075-1076	1077-1078	1079-1080	1081-1082	1083-1084	1085-1086	1087-1088	1089-1090	1091-1092	1093-1094		
1095-1096	1097-1098	1099-1100	1101-1102	1103-1104	1105-1106	1107-1108	1109-1110	1111-1112	1113-1114	1115-1116	1117-1118	1119-1120	1121-1122	1123-1124	1125-1126	1127-1128	1129-1130	1131-1132	1133-1134	1135-1136	1137-1138	1139-1140	1141-1142	1143-1144	1145-1146	1147-1148	1149-1150	1151-1152	1153-1154	1155-1156	1157-1158		
1159-1160	1161-1162	1163-1164	1165-1166	1167-1168	1169-1170	1171-1172	1173-1174	1175-1176	1177-1178	1179-1180	1181-1182	1183-1184	1185-1186	1187-1188	1189-1190	1191-1192	1193-1194	1195-1196	1197-1198	1199-1200	1201-1202	1203-1204	1205-1206	1207-1208	1209-1210	1211-1212	1213-1214	1215-1216	1217-1218	1219-1220	1221-1222		
1223-1224	1225-1226	1227-1228	1229-1230	1231-1232	1233-1234	1235-1236	1237-1238	1239-1240	1241-1242	1243-1244	1245-1246	1247-1248	1249-1250	1251-1252	1253-1254	1255-1256	1257-1258	1259-1260	1261-1262	1263-1264	1265-1266	1267-1268	1269-1270	1271-1272	1273-1274	1275-1276	1277-1278	1279-1280	1281-1282	1283-1284	1285-1286		
1287-1288	1289-1290	1291-1292	1293-1294	1295-1296	1297-1298	1299-1300	1301-1302	1303-1304	1305-1306	1307-1308	1309-1310	1311-1312	1313-1314	1315-1316	1317-1318	1319-1320	1321-1322	1323-1324	1325-1326	1327-1328	1329-1330	1331-1332	1333-1334	1335-1336	1337-1338	1339-1340	1341-1342	1343-1344	1345-1346	1347-1348	1349-1350		
1351-1352	1353-1354	1355-1356	1357-1358	1359-1360	1361-1362	1363-1364	1365-1366	1367-1368	1369-1370	1371-1372	1373-1374	1375-1376	1377-1378	1379-1380	1381-1382	1383-1384	1385-1386	1387-1388	1389-1390	1391-1392	1393-1394	1395-1396	1397-1398	1399-1400	1401-1402	1403-1404	1405-1406	1407-1408	1409-1410	1411-1412	1413-1414		
1415-1416	1417-1418	1419-1420	1421-1422	1423-1424	1425-1426	1427-1428	1429-1430	1431-1432	1433-1434	1435-1436	1437-1438	1439-1440	1441-1442	1443-1444	1445-1446	1447-1448	1449-1450	1451-1452	1453-1454	1455-1456	1457-1458	1459-1460	1461-1462	1463-1464	1465-1466	1467-1468	1469-1470	1471-1472	1473-1474	1475-1476	1477-1478		
1479-1480	1481-1482	1483-1484	1485-1486	1487-1488	1489-1490	1491-1492	1493-1494	1495-1496	1497-1498	1499-1500	1501-1502	1503-1504	1505-1506	1507-1508	1509-1510	1511-1512	1513-1514	1515-1516	1517-1518	1519-1520	1521-1522	1523-1524	1525-1526	1527-1528	1529-1530	1531-1532	1533-1534	1535-1536	1537-1538	1539-1540	1541-1542		
1543-1544	1545-1546	1547-1548	1549-1550	1551-1552	1553-1554	1555-1556	1557-1558	1559-1560	1561-1562	1563-1564	1565-1566	1567-1568	1569-1570	1571-1572	1573-1574	1575-1576	1577-1578	1579-1580	1581-1582	1583-1584	1585-1586	1587-1588	1589-1590	1591-1592	1593-1594	1595-1596	1597-1598	1599-1600	1601-1602	1603-1604	1605-1606		
1607-1608	1609-1610	1611-1612	1613-1614	1615-1616	1617-1618	1619-1620	1621-1622	1623-1624	1625-1626	1627-1628	1629-1630	1631-1632	1633-1634	1635-1636	1637-1638	1639-1640	1641-1642	1643-1644	1645-1646	1647-1648	1649-1650	1651-1652	1653-1654	1655-1656	1657-1658	1659-1660	1661-1662	1663-1664	1665-1666	1667-1668			

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 31 April 1956

HEADQUARTERS 307TH BOMBARDMENT WING (M)
Lincoln Air Force Base
Nebraska

307DOT

3 May 1956

SUBJECT: Wing Commander's Remarks, 1 - 31 April 1956 (4-SAC-T12)

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

PART VI - Wing Commander's Remarks

8

Summary of the flying program of this squadron during April was to support the upgrading and crew checkout programs. This objective was achieved.

Lack of supply support was a serious handicap as indicated in the Squadron Commander's Remarks. This, coupled with propeller technical order compliance, reduced the number of effective sorties. It was necessary to increase the average sortie length to accomplish the programmed flying hours. Average operational sortie length was seven (7) hours. With the advent of warmer weather and with construction in progress on the runways this figure will decrease and the squadron may have difficulty meeting the flying hour program, under these circumstances.

Louis G. Thour
LOUIS G. THOUR
Colonel, USAF
Commander

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 30 April 1956.

HEADQUARTERS
 307TH AIR REFUELING SQUADRON (M)
 307TH BOMBARDMENT WING (M)
 Lincoln Air Force Base, Nebraska

BARS

3 May 1956

SUBJECT: Squadron Commander's Remarks Refueling Air Training Report
 (RCS: 4-SAC-T12)

TO: Commander
 307th Bombardment Wing (M)
 Lincoln Air Force Base, Nebraska

PART V - Squadron Commander's Remarks.

a. Hours flown performing missions ordered by:

1. Higher Headquarters:

<u>COMMITMENT</u>	<u>HOURS PROGRAMMED</u>	<u>HOURS ACCOMPLISHED</u>
a. Operations "Cross Finger"	0:00	5:40

(1) Commitment received too late to be included in
 monthly training program.

2. Eighth Air Force Air Training Priorities:

<u>PRIORITY</u>	<u>COMMITMENT</u>	<u>PROGRAMMED</u>	<u>ACCOMPLISHED</u>
1.	Air Force Regulation 60-2	Concurrent with other flying.	
2.	Operations "Cross Fingers"	0:00	5:40
3.	Non-Ready Crew Training	42:00	32:30
4.	Staff Crew Proficiency	23:00	Concurrent with other flying.
5.	Combat Ready Crew Training	500:00	520:40
	TOTAL -	565:00	558:50
	TEST -	11:20	18:25
	GRAND TOTAL -	576:20	577:15

The following explanation is made of significant differences
 between programmed and accomplished flying time.

- (a) Reference Priority 1: A proportionate share of AFR 60-2
 was accomplished during the flying of other priorities.
- (b) Reference Priority 2: Requirement was not received
 before monthly programming was completed.

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1-30 April 1956.
307ARS, Subj: Sqdn Cmdr's Remarks Refueling Air Tng Report (RCS: 4-SAC-T12).

- (c) Reference Priority 3: Time programmed to accomplish transition training with potential aircraft commanders of this unit. However time was diverted to and flown in conjunction with priority 5.
- (d) Reference Priority 4: 28:15 hours Staff Proficiency flown in conjunction with other missions.
- (e) Reference Priority 5: Additional time diverted to Priority 2.
- (f) Test Flight hours more than programmed due to Prop T.O.C's.
- b. Weather or Local Conditions:
 - 1. High cross wind components caused the cancellation of three (3) air refueling missions. Total time lost 17 hours. Low ceilings and extensive weather in the refueling areas caused cancellation of one (1) air refueling mission. Total time lost 5 hours.
- c. Restrictive Directives:
 - 1. T.O. 3HA1-1-502, 6 June 55, Prop Modification 12:00 hours lost.
- d. Combat crew Members gains and Losses:
 - 1. Crew Members Gained:
 - (a) Aircraft Commanders: (3) Three.
 - (b) Pilots: (5) Five.
 - (c) Boom Operators: (2) Two.
 - 2. Crew Members Lost:
 - (a) Aircraft Commanders: (1) One, PCA.
 - (b) Navigators: (2) Two, Discharged.
- e. Crew Member Changes:
 - 1. Navigators: (2) Two.
 - 2. Radio Operators: (2) Two.
- f. New Crews: (3) Three.
 - 1. IM-26 - 6 April 1956.
 - 2. IM-27 - 21 April 1956.
 - 3. IM-28 - 21 April 1956.
- g. Crew Status Changes: None.

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307th Air Refueling Squadron, 307th Bomb Wing (M), 1 - 30 April 1956.
 307ARS, Subj: Sqn Comdr's Remarks Refueling Air Tng Report (RCS: 4-AC-T12).

1. Number of Combat ready crews assigned: (20) Twenty.
2. Number of Non-Combat Ready Crews Assigned: (4) Four.

<u>CREWS</u>	<u>PROPOSED DATE OF UPGRADING</u>
IM-13	10 May 1956
IM-26	10 November 1956
IM-27	15 November 1956
IM-28	20 November 1956

- (a) Proposed date of upgrading of crew IM-13 changed to 10 May 1956 to allow time for completion of additional requirements as outlined in 8th AF Message ODT2A 42246, dated 23 March 1956.

h. Standardization Crews:

1. Wing Standardization Crew: T-01.
2. Assistant Wing Standardization Crew: T-11.

i. Material and Personnel Problems:

1. Material Problems:

- (a) Lack of Supply support is seriously affecting the maintenance capability of this organization. At the present time, we are receiving 53% of requested items on immediate issue which is a 9% drop over the supply support received during the month of March. This indicates a definite downward trend in supply support. During the month we had 33 cannablizations. Twenty-one (21) items were removed to prevent ACP's and 12 items were removed to prevent A.N.F.E.

2. Personnel Problems: None

j. SAC minimum Training Requirements:

1. SAC Regulation 50-8 not applicable during the month of April.

k. Deleted.

l. Non-Ready Crew Training:

1. Comparison of available ready and non ready crew flying time:

<u>CREWS AVAILABLE</u>	<u>AVERAGE TIME PROGRAMMED</u>	<u>AVERAGE TIME ACCOMPLISHED</u>
20 Combat Ready	25:00	24:45

No non-combat ready crews assigned except IM Crews.

m. Deleted.

n. Field Training Operations: None.

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307th Air Refueling Sqdn, 307th Bomb Wing (M), 1 - 30 April 1956.
307ARS, Subj: Sqdn Comdr's Remarks Refueling Air Tng Report (RCS: A-SAC-T12).

- o. Deleted.
- p. Comments or recommendations of the Squadron Commander.
 - 1. None

Francis E Strom
FRANCIS E STROM
Major, USAF
Commander

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SAC 36

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SAC 36a

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Air Force - SAC, Offutt (D-6) (4-55)

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base
Nebraska

307DOT

5 June 1956

SUBJECT: Wing Commander's Remarks 1 - 31 May 1956 Part VI RCS:
5-SAC-T12

TO: Commander
Eighth Air Force
Westover Air Force Base
Massachusetts

PART VI

1. Hours flown performing missions ordered by higher headquarters.

a. Ferrying aircraft 67:00

b. Armed Forced Day Demonstrations 46:00

Total 113:00

2. Weather or local conditions: The following hours were lost due to weather or local conditions:

a. One (1) runway closed to B-47's due to damage and the other limited by construction reduced the length of sorties on aircraft unable to make water take-off.

b. Aircraft cancelled due to weather: 151 hours lost.

c. Mass refueling on 28 May cancelled because no suitable mass refueling area was available due to weather. No hours lost due to rescheduling as individual sorties.

3. Air Traffic Control Delay Information:

ARTC Delays

<u>Type</u>	<u>Total Number</u>	<u>Total Time</u>
Departure	16	4:50
Arrival	None Reported	0:00
Total	16	4:50

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307DOT, Subj: Wing Commander's Remarks 1 - 31 May 1956 Part VI
RCS: 5-SAC-T12

Delays affecting unit missions: None.

Delays over thirty (30) minutes: None.

4. Restrictive Directives: Not a major factor.

5. Combat crew member gains and losses:

a. Crew Members Gained:

(1) Two (2) Aircraft Commanders.

(2) One (1) Copilot.

b. Crew Members Lost:

(1) One (1) Aircraft Commander.

6. Crew Member Changes:

a. One (1) Aircraft Commander.

7. New Crews: The following new crews were formed:

IN-48 formed 11 May 1956

IN-78 formed 8 May 1956

8. Crew Status Changes:

R-01 to L-01 upgraded 7 May 1956

R-10 to L-10 upgraded 10 May 1956

9. Standardization Crews:

a. Wing L-01

b. 370th BOMRON R-02

c. 371st BOMRON R-34

d. 372nd BOMRON R-60

e. Additional R-36

f. Additional R-61

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307DOT, Subj: Wing Commander's Remarks 1-31 May 1956 Part VI
RCS: 5-SAC-T12

10. Additional material and personnel problems:

a. Materiel:

- (1) During May a shortage of parts resulted in a downward trend of supply support to an average of 50%. This shortage was either a direct or indirect cause of the cancellation or abort of forty-eight (48) sorties. Almost all late take-offs due to maintenance difficulty resulted from inability to obtain parts at the time needed. To preclude a greater number of cancellation a total of seventy-four (74) cannibalizations were necessary.
- (2) Transfer of aircraft to IRAN resulted in a reduced number of aircraft being available for scheduling. Aircraft assigned during the month averaged thirty-five (35) to thirty-six (36) of which five (5) to six (6) were in acceptance check. This left approximately thirty (30) aircraft in the available fleet.

b. Personnel:

- (1) Airman Manning: As of 31 May 1956, 1952 airmen were assigned to the Wing against an authorization of 1598 airmen, or 97.1%. Of the 1552 airmen assigned, 1195 were effective, or 74%. Specific soft spots exist in the following areas:
 - (a) Instrument Repairmen 422X0 - We are authorized thirty-one (31) instrument specialists and presently have twenty-one (21) assigned with no projected input. The shortage of these specialists is hindering our maintenance efforts.
 - (b) Mechanical Accessories & Equipment Repairmen 422X1. We are authorized 2 specialists and have 2 assigned. One airman is due for separation July 1956. This will leave thw Wing 50% manned in this specialty.
 - (c) Jet Mechanics 431X1E. We are authorized 319 Jet Mechanics and presently have 279 assigned or 87%. Of the 279 airmen assigned 253 are effective are 78%. Ten airmen are scheduled for separation during the next ninety (90) days. In addition 10 airmen are being transferred to the 98th Bomb Wing by direction of Headquarters 818th Air

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307DOT, Subj: Wing Commander's Remarks 1-31 May 1956 Part VI
RCS: 5-SAC-T12

Division. In that no input is projected into this Wing, our body manning will decrease to an assigned strength of 259 airmen or 81%. Our effective strength will be reduced to 238 or 74%.

- (d) Painter 552X1. We are authorized two (2) airmen and until 31 May 1956 two (2) were assigned. One (1) airman was separated, the other is due for separation on 9 August 1956, thereby leaving this Wing with no assigned painters.
- (e) Motor Vehicle Operator 603X0. We are authorized 24 operators and presently have 21 assigned, with a projected loss of four (4) within ninety (90) days.
- (f) Administrative Clerks 702X0. We are authorized eighty-seven clerks and presently have sixty (60) assigned or 68%. Of the sixty (60) assigned forty-six are effective or 52%. Over one half of the assigned personnel are directed duty assignees (3 level USAFC), who possessed little or no knowledge of typing upon their assignment to this Wing. This career field has been and continues to be the weakest support area in this organization. During the next ninety (90) day period, seven (7) airmen will be lost due to separation and reassignment. This will lower our assigned strength to 53 or 60% and reduce our number of effective airmen to 39 or 44%.

11. Refueling DATA.

- a. Number of sorties scheduled and confirmed: 65
- b. Number of sorties:
 - (1) Airborne 45
 - (2) Effecting Electronic Rendezvous 30
 - (3) Transferring required fuel 37

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307DOT, Subj: Wing Commander's Remarks 1-31 May 1956 Part VI
RCS: 5-SAC-T12

c. Number of aborts due to:

- | | |
|---|----|
| (1) Adverse Weather | 9 |
| (2) Aircraft Malfunction | 11 |
| (3) Electronic Rendezvous Equipment Malfunction | 0 |
| (4) Refueling equipment malfunction | 0 |
| (5) Tankers cancelled for Maintenance | 15 |

d. Mass Refueling Night Cell:

- | | |
|---|----|
| (1) Confirmed sorties | 15 |
| (2) Airborne sorties | 0 |
| (3) Sorties effecting complete rendezvous | 0 |
| (4) Sorties transferring required fuel | 0 |

Mass Air Refueling missions were scheduled on 7, 11, 22, 24 and 28 May. Those on 7 and 11 May were cancelled when maintenance could not provide sufficient tankers aircraft due to the heavy TOC program. Those on 22, 24 and 28 May were cancelled upon clarification of the requirements making two or more cells necessary. A mass refueling was coordinated on 29 May with the 40th Bomb Wing and subsequently cancelled due to weather making no suitable refueling area available.

12. Comments or Recommendations of the Wing Commander:

a. This Wing is being handicapped in the performance of its assigned tasks by shortage of qualified clerical and operational personnel. Wing O&T which is performing the duties of a Tactical Analysis Section in addition to those normally prescribed, has only one (1) qualified clerk. This one man is also responsible for maintaining all crew records, preparing and maintaining the T-12 report, and performing all administrative duties of the section. He is assisted in non-important area by two (2) category IV personnel. The tactical squadrons each have only one operations specialists to perform all operations and clerical duties with the squadrons. This man is responsible for maintaining an average of 55-60 Form 5 flying time records, preparing all reports, schedules, accomplishments forms, correspondence, and maintaining any squadron crew records on charts in addition to normal administrative duties. Such overloading leads to inaccurate records, unreliable reports and inefficient operations. It greatly

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30YDOT, Subj: Wing Commander's Remarks 1-31 May 1956 Part VI
RCS: 5-SAC-T12

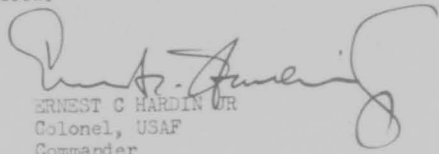
handicaps the smooth functioning of the Wing since routine matters become "crash" programs. It is essential to effective operations that corrective action in this problem area be accomplished prior to deployment.

b. A heavy TOC program and critical lack of supply support which have reduced the AR sorties available have acted adversely on the training program of this Wing. This Wing was unable to mount a six (6) aircraft refueling requirement during the month of May. This TOC program will continue through June.

c. Repeated difficulty has been experienced with the landing gear on newly assigned aircraft. Eleven (11) such malfunctions have occurred in May. These difficulties have resulted from defective centering switches. A UR is being submitted on the problem.

d. At this time only one (1) runway on this base is suitable for B-47 aircraft, and construction is in progress at one end of this runway. This limits the useable length of the runway to 9000'. This, coupled with seasonably rising temperatures, has resulted in increased use of water for take-off by this Wing. The present policy of the Wing is to use water on all take-offs of aircraft equipped to do so.

e. It is estimated that the transfer of aircraft with attendant standdown and acceptance check cost this Wing fifty-four (54) sorties during May. This, coupled with the necessity of providing ferry crews on short notice on a call basis for pick-up, reduced the effectiveness of the crew training program. This transfer program is now largely completed.


ERNEST C HARDIN JR
Colonel, USAF
Commander

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART I										MEDIUM JET BOMBARDMENT - PART II										MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORT CONTROL SYMBOL													
GENERAL										BOMBING										NAVIGATION										REPORTING									
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
CREW NUMBER	TYPE AND MODEL AIRCRAFT	NUMBER OF BOMBERS IN CREW	FLYING TIME	W/M	BOMBING STRENGTH	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE	BOMBING ANGLE		
																																						1	2
R30	B-47E	04	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R01	B-47E	02	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
R34	B-47E	Negative (No flight as a complete crew this month)																																					
R35	B-47E	No flight as a Standboard Crew upgraded 14 May 56																																					
R40	B-47E	03	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
R41	B-47E	02	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
SUB TOTAL		11	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
L10	B-47E	02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
SUB TOTAL		02	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R10	B-47E	01	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R36	B-47E	01	08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R51	B-47E	Negative (No flight till after 14 May 56, upgraded to Standboard on that date)																																					
R03	B-47E	04	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R04	B-47E	04	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
R05	B-47E	03	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT PART I										MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORT CONTROL SYMBOL																	
A. CENTRAL					B. SCORING					C. NAVIGATION					D. REFUELING																		
CPLR NUMBER	TYPE, SK, MODEL AIRCRAFT	NUMBER OF BOMBERS	FLYING TIME	USCM	BOMBER STREAM	REAR MACH 01	RADAR ATTACKS CAMERA SCORED		VISUAL RELEASES			NIGHT CELESTIAL				DAY CEL	CELESTIAL GRID		RADAR GRID	PROG. PART TERN	TOTAL REFUELINGS		MAX. NIGHT REFUELING		MAX. GROSS WEIGHT								
							MACH 01 WITH USA	FIXED ANGLE	TOTAL	NR OF CIRCULAR REL.	NR OF CIRCULAR ERROR	TOTAL LESS	1	2	3		4	NR OF LEGS			TOTAL LESS	1	2	NR OF LEGS	NR OF LEGS	ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.		
B-10	B-47B	14-15	17-19	20-22	20-22	30-32	33-35	37-39	40-42	43-45	46-48	49-51	52-54	55-58	19-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	13-15	17-19	21-23	25-27	30-32	34-36		
B-17	B-47B	04	20	--	--	--	--	--	--	02	--	--	01	09	--	--	--	01	--	--	--	--	--	--	--	--	--	--	--	--	--		
B-18	B-47B	04	20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--		
B-19	B-47B	04	20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	02	--	--	--	--	--	--		
B-20	B-47B	04	18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	02	--	--	01	01	--	--		
B-21	B-47B	04	24	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	10	--	--	--	01	01	--	--	--	--	--	--	--		
B-25	B-47B	04	25	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	01	11	--	--	--	--	--	--	--	--	--	--	--	--	
SUB TOTAL		04	123	--	--	02	02	02	--	02	--	--	06	--	--	--	--	07	08	--	--	04	--	04	09	--	--	03	03	--	--	--	
B-12	B-47B	06	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	03	01	00	--	--	--	--	--	--	--	--	--	--	--	--	
B-13	B-47B	08	49	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--	02	--	--	--	--	--	--	--	--	--	--	--	
B-14	B-47B	04	23	--	--	--	--	--	--	--	--	02	04	09	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
B-15	B-47B	05	31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	02	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
B-16	B-47B	03	18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	01	02	10	21	--	--	--	--	--	--	--	--	--	--	--	--
B-17	B-47B	08	43	--	--	--	--	--	--	04	--	--	--	--	--	--	--	01	01	04	--	--	--	--	--	--	--	--	--	--	--	--	--
B-18	B-47B	07	46	--	--	--	--	--	--	--	--	02	05	27	--	--	--	01	29	--	--	--	--	--	--	--	--	--	--	--	--	--	--
B-19	B-47B	07	37	--	--	--	--	--	--	02	--	--	--	--	--	--	--	01	01	16	--	--	--	--	--	--	--	--	--	--	--	--	--
B-20	B-47B	08	55	--	--	--	--	--	--	--	--	--	03	07	18	27	--	02	02	09	23	--	--	--	--	--	--	--	--	--	--	--	--

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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART II										UNIT		MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORTS CONTROL SYMBOL																							
CCKW NUMBER	DAY MONTH YEAR	RADAR RENDEZVOUS						GUNNERY				ECW JAMMING				FORMATION		ATD		RADAR APP.		PRES. FLIGHT		O-STAR																	
		TOTAL RENDEZVOUS		DURING DARKNESS		SN/APN-12/75 RENDEZVOUS		TOTAL NO. OF MAX LOAD MISSIONS		PER CENT FINE-OUT MAX LOAD		NO. OF B.E. GUNNERY MISSIONS		NO. OF B.E. GUNNERY MISSIONS		BIG SNOW		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CHATTER RUNS		TOTAL HOURS		HOURS ABOVE 30,000		HOURS BELOW 15,000		NUMBER OF HOURS OF MAX LOAD MISSIONS		NO. OF ATD TAKEOFFS		NO. OF WATER INJECTION TAKEOFFS		NO. OF RADAR BOMBING APPROPRIATE		NO. OF HOURS PRESENTED POSITION		MATERIAL STATION CHECK	
		ATT.	SUCC.	ATT.	SUCC.	ATT.	SUCC.	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2						
6-10	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	53-55	56-58	13-15	17-19	21-23	25-27	29-31	33-35	37-39	41-43	45-47	49-51	52-54	55-58	60-62	63-65	66-68	69-71													
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SUB TOTAL	05	01	01			01	01																																		
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MEDIUM JET COMBOMBMENT AIR TRAINING STAGE - PART II															MONTH		PAGE NUMBER		NUMBER OF PAGES		REPORT CONTROL SYMBOL						
BASE PERFORMANCE															CONVERT		SCM JAMING				FORMATION		ATD		OTHER DATA		
NO.	NAME	TOTAL PERFORMANCE		BASE PERFORMANCE		AN APPROXIMATE PERCENTAGE		TOTAL NO. MISSILES LAUNCHED	PER CENT FIRE OUT MAX LOAD	NO. OF AIR-TO-AIR MISSILES	NO. OF AIR-TO-GROUND MISSILES	WIND SHOT		LITTLE SNOW		LITTLE RIVER		BIG PHOTO CRATER RUMS		TOTAL POINTS	NO. OF AIR-TO-AIR MISSILES	NO. OF AIR-TO-GROUND MISSILES	NO. OF AIR-TO-AIR MISSILES	NO. OF AIR-TO-GROUND MISSILES	NO. OF AIR-TO-AIR MISSILES	NO. OF AIR-TO-GROUND MISSILES	
		ATD	SUCC.	ATD	SUCC.	ATD	SUCC.					1	2	HITS	POINTS	HITS	POINTS	HITS	POINTS								HITS
1	1-15	17-18	20-21	22-23	24-25	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67	68-69
2	16-17	19-20	21-22	23-24	25-26	27-28	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70
3	21-22	23-24	25-26	27-28	29-30	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	71-72	73-74
4	26-27	28-29	30-31	32-33	34-35	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67	68-69	70-71	72-73	74-75	76-77	78-79
5	31-32	33-34	35-36	37-38	39-40	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	71-72	73-74	75-76	77-78	79-80	81-82	83-84
6	36-37	38-39	40-41	42-43	44-45	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67	68-69	70-71	72-73	74-75	76-77	78-79	80-81	82-83	84-85	86-87	88-89
7	41-42	43-44	45-46	47-48	49-50	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89-90	91-92	93-94
8	46-47	48-49	50-51	52-53	54-55	56-57	58-59	60-61	62-63	64-65	66-67	68-69	70-71	72-73	74-75	76-77	78-79	80-81	82-83	84-85	86-87	88-89	90-91	92-93	94-95	96-97	98-99
9	51-52	53-54	55-56	57-58	59-60	61-62	63-64	65-66	67-68	69-70	71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89-90	91-92	93-94	95-96	97-98	99-100	101-102	103-104
10	56-57	58-59	60-61	62-63	64-65	66-67	68-69	70-71	72-73	74-75	76-77	78-79	80-81	82-83	84-85	86-87	88-89	90-91	92-93	94-95	96-97	98-99	100-101	102-103	104-105	106-107	108-109
11	61-62	63-64	65-66	67-68	69-70	71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89-90	91-92	93-94	95-96	97-98	99-100	101-102	103-104	105-106	107-108	109-110	111-112	113-114
12	66-67	68-69	70-71	72-73	74-75	76-77	78-79	80-81	82-83	84-85	86-87	88-89	90-91	92-93	94-95	96-97	98-99	100-101	102-103	104-105	106-107	108-109	110-111	112-113	114-115	116-117	118-119
13	71-72	73-74	75-76	77-78	79-80	81-82	83-84	85-86	87-88	89-90	91-92	93-94	95-96	97-98	99-100	101-102	103-104	105-106	107-108	109-110	111-112	113-114	115-116	117-118	119-120	121-122	123-124
14	76-77	78-79	80-81	82-83	84-85	86-87	88-89	90-91	92-93	94-95	96-97	98-99	100-101	102-103	104-105	106-107	108-109	110-111	112-113	114-115	116-117	118-119	120-121	122-123	124-125	126-127	128-129
15	81-82	83-84	85-86	87-88	89-90	91-92	93-94	95-96	97-98	99-100	101-102	103-104	105-106	107-108	109-110	111-112	113-114	115-116	117-118	119-120	121-122	123-124	125-126	127-128	129-130	131-132	133-134
16	86-87	88-89	90-91	92-93	94-95	96-97	98-99	100-101	102-103	104-105	106-107	108-109	110-111	112-113	114-115	116-117	118-119	120-121	122-123	124-125	126-127	128-129	130-131	132-133	134-135	136-137	138-139
17	91-92	93-94	95-96	97-98	99-100	101-102	103-104	105-106	107-108	109-110	111-112	113-114	115-116	117-118	119-120	121-122	123-124	125-126	127-128	129-130	131-132	133-134	135-136	137-138	139-140	141-142	143-144
18	96-97	98-99	100-101	102-103	104-105	106-107	108-109	110-111	112-113	114-115	116-117	118-119	120-121	122-123	124-125	126-127	128-129	130-131	132-133	134-135	136-137	138-139	140-141	142-143	144-145	146-147	148-149
19	101-102	103-104	105-106	107-108	109-110	111-112	113-114	115-116	117-118	119-120	121-122	123-124	125-126	127-128	129-130	131-132	133-134	135-136	137-138	139-140	141-142	143-144	145-146	147-148	149-150	151-152	153-154
20	106-107	108-109	110-111	112-113	114-115	116-117	118-119	120-121	122-123	124-125	126-127	128-129	130-131	132-133	134-135	136-137	138-139	140-141	142-143	144-145	146-147	148-149	150-151	152-153	154-155	156-157	158-159
21	111-112	113-114	115-116	117-118	119-120	121-122	123-124	125-126	127-128	129-130	131-132	133-134	135-136	137-138	139-140	141-142	143-144	145-146	147-148	149-150	151-152	153-154	155-156	157-158	159-160	161-162	163-164
22	116-117	118-119	120-121	122-123	124-125	126-127	128-129	130-131	132-133	134-135	136-137	138-139	140-141	142-143	144-145	146-147	148-149	150-151	152-153	154-155	156-157	158-159	160-161	162-163	164-165	166-167	168-169
23	121-122	123-124	125-126	127-128	129-130	131-132	133-134	135-136	137-138	139-140	141-142	143-144	145-146	147-148	149-150	151-152	153-154	155-156	157-158	159-160	161-162	163-164	165-166	167-168	169-170	171-172	173-174
24	126-127	128-129	130-131	132-133	134-135	136-137	138-139	140-141	142-143	144-145	146-147	148-149	150-151	152-153	154-155	156-157	158-159	160-161	162-163	164-165	166-167	168-169	170-171	172-173	174-175	176-177	178-179
25	131-132	133-134	135-136	137-138	139-140	141-142	143-144	145-146	147-148	149-150	151-152	153-154	155-156	157-158	159-160	161-162	163-164	165-166	167-168	169-170	171-172	173-174	175-176	177-178	179-180	181-182	183-184
26	136-137	138-139	140-141	142-143	144-145	146-147	148-149	150-151	152-153	154-155	156-157	158-159	160-161	162-163	164-165	166-167	168-169	170-171	172-173	174-175	176-177	178-179	180-181	182-183	184-185	186-187	188-189
27	141-142	143-144	145-146	147-148	149-150	151-152	153-154	155-156	157-158	159-160	161-162	163-164	165-166	167-168	169-170	171-172	173-174	175-176	177-178	179-180	181-182	183-184	185-186	187-188	189-190	191-192	193-194
28	146-147	148-149	150-151	152-153	154-155	156-157	158-159	160-161	162-163	164-165	166-167	168-169	170-171	172-173	174-175	176-177	178-179	180-181	182-183	184-185	186-187	188-189	190-191	192-193	194-195	196-197	198-199
29	151-152	153-154	155-156	157-158	159-160	161-162	163-164	165-166	167-168	169-170	171-172	173-174	175-176	177-178	179-180	181-182	183-184	185-186	187-188	189-190	191-192	193-194	195-196	197-198	199-200	201-202	203-204
30	156-157	158-159	160-161	162-163	164-165	166-167	168-169	170-171	172-173	174-175	176-177	178-179	180-181	182-183	184-185	186-187	188-189	190-191	192-193	194-195	196-197	198-199	200-201	202-203	204-205	206-207	208-209
31	161-162	163-164	165-166	167-168	169-170	171-172	173-174	175-176	177-178	179-180	181-182	183-184	185-186	187-188	189-190	191-192	193-194	195-196	197-198	199-200	201-202	203-204	205-206	207-208	209-210	211-212	213-214
32	166-167	168-169	170-171	172-173	174-175	176-177	178-179	180-181	182-183	184-185	186-187	188-189	190-191	192-193	194-195	196-197	198-199	200-201	202-203	204-205	206-207	208-209	210-211	212-213	214-215	216-217	218-219
33	171-172	173-174	175-176	177-178	179-180	181-182	183-184	185-186	187-188	189-190	191-192	193-194	195-196	197-198	199-200	201-202	203-204	205-206	207-208	209-210	211-212	213-214	215-216	217-218	219-220	221-222	223-224
34	176-177	178-179	180-181	182-183	184-185	186-187	188-189	190-191	192-193	194-195	196-197	198-199	200-201	202-203	204-205	206-207	208-209	210-211	212-213	214-215	216-217	218-219</					

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MEDIUM JET BOMBARDMENT										PART III										PART IV										PART V									
AIR TRAIL										PORT										MONTH										PAGE NUMBER									
1. AIRCRAFT										2. AIR WEAPONS										3. MISSILES AND OTHERS										4. TARGETS									
5. RESULTS										6. COMMENTS										7. SUMMARY										8. TOTALS									
CREW NUMBER	1-10	11-20	21-30	31-40	41-50	51-60	61-70	71-80	81-90	91-100	101-110	111-120	121-130	131-140	141-150	151-160	161-170	171-180	181-190	191-200	201-210	211-220	221-230	231-240	241-250	251-260	261-270	271-280	281-290	291-300									
R01	02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
R02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
R34	SEE PART I																																						
R36	SEE PART I																																						
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R36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
R61	SEE PART I																																						
R03	01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									
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MEDIUM JET BOMBARDMENT
SIS TRAINING REPORT - PART III

MONTH: _____

SIS NUMBER	PERIOD					WEAPONS										RESULTS									
	1-15	16-20	21-25	26-30	31-35	1. AIR WEAPONS	2. AIR WEAPONS	3. AIR WEAPONS	4. AIR WEAPONS	5. AIR WEAPONS	6. AIR WEAPONS	7. AIR WEAPONS	8. AIR WEAPONS	9. AIR WEAPONS	10. AIR WEAPONS	11. AIR WEAPONS	12. AIR WEAPONS	13. AIR WEAPONS	14. AIR WEAPONS	15. AIR WEAPONS	16. AIR WEAPONS	17. AIR WEAPONS	18. AIR WEAPONS	19. AIR WEAPONS	20. AIR WEAPONS
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MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III										UNIT 307TH BOMBARDMENT WING (M)				MONTH MAY		PAGE NUMBER 3		NUMBER OF PAGES 4		REPORTS CONTROL SYMBOL 5-SAC-TL2				
P. GENERAL	3. EMERGENCY DRILL	4. SIM. STW. REPORTS	5. NIGHT CELL	T. AIR WEAPONS		U. MISCELLANEOUS																		
38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	
CREW NUMBER	NR OF CREW EMERGENCY DRILLS	NUMBER OF SIMULATED STW. REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (ATTN)	NUMBER OF SIMULATOR MISSIONS	20 MIN CONTACT OPT (CH)	20 MIN CONTACT OPT (CH)	NCR #RFLG 20 MIN	NCR #RFLG 20 MIN	MAXIMFLY GROSS WT	NCR MAXIMFLY GROSS WT	CHAFT DISPENSE	TAKOFF & LANDING	TAKOFF & LANDING	ILS & GLA'S	ILS & GLA'S	PPI	PPI	GYRO OUT	GYRO OUT				
6-10	11-15	17-19	21-23	25-27	29-31	ATT	SUCC	ATT	SUCC	ATT	SUCC		AC	CP	AC	CP	AC	CP	AC	CP				
R67	01	-	-	01	-	-	-	-	-	-	-	-	03	-	01	02	01	-	01					
R68	-	-	-	-	01	01	01	-	-	-	-	-	04	-	02	-	-	-	-	-	-	-	-	-
R69	04	-	-	-	-	01	01	-	-	-	-	-	04	-	01	01	-	-	-	-	-	-	-	-
R70	01	01	-	01	01	01	01	-	-	-	-	-	03	-	02	-	-	-	-	-	-	-	-	-
R71	-	-	-	-	-	01	01	-	-	-	-	-	03	01	01	01	-	-	-	-	-	-	-	-
R75	03	-	-	-	-	-	-	-	-	-	-	-	03	-	01	01	-	-	-	-	-	-	-	-
SUB TOTAL	14	03	-	08	10	09	09	-	-	-	-	-	20	12	30	09	01	01	01	-	-	-	-	-
N12	-	-	-	-	01	-	-	01	01	-	-	-	09	01	03	02	-	-	-	-	-	-	-	-
N13	-	-	-	-	-	-	-	02	02	-	-	-	08	-	06	06	-	-	-	-	-	-	-	-
N14	01	-	-	-	-	-	-	03	03	-	-	-	03	-	04	-	-	-	-	-	-	-	-	-
N15	02	-	-	-	01	-	-	02	02	-	-	-	04	01	02	01	-	-	-	-	-	-	-	-
N16	01	-	-	-	01	-	-	-	-	-	-	-	03	-	02	-	-	-	-	-	-	-	-	-
N41	06	-	-	-	01	-	-	-	-	-	-	-	12	06	06	03	-	-	-	-	-	-	-	-
N42	02	-	-	-	-	-	-	01	01	-	-	-	07	-	04	-	-	-	-	-	-	-	-	-
N43	-	-	-	-	02	-	-	01	01	-	-	-	05	-	01	-	-	-	-	-	-	-	-	-
N45	-	-	-	-	02	-	-	06	06	-	-	-	08	-	07	02	-	-	-	-	-	-	-	-

SAC

FORM 15 MAR 56

PREVIOUS EDITION IS OBSOLETE.
FC: 2720

60-2962

Air Force-SAC, Offutt

(56)

(When Filled In)

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1479

CONFIDENTIAL (When Filled In)

MEDIUM JET BOMBARDMENT AIR TRAINING REPORT - PART III						UNIT 307TH BOMBARDMENT WING (M)	MONTH MAY	PAGE NUMBER 4	NUMBER OF PAGES 4	REPORTS CONTROL SYMBOL 5-3A0-T12													
P. GENERAL	G. EMERG DRILL	N. SIM. STR REPORTS	S. NIGHT CELL	T. AIR WEAPONS	U. MISCELLANEOUS																		
30	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
CREW NUMBER	NR OF CREW EMERGENCY DRILLS	NUMBER OF SIMULATED MISSIONS REPORTS	NUMBER OF NIGHT CELL MISSIONS	NUMBER OF MISSIONS (AIRPORT)	NUMBER OF SIMULATOR MISSIONS	30 MIN CONTACT RPT (CR)	45 MIN CONTACT RPT (CR)	NR # RFLG 30 MIN	NR # RFLG 45 MIN	MAXIMUM WINDS IN KTS	MAXIMUM GROUND W KTS	CHART DISPENSE	TARGETS & LANDINGS	TARGETS & LANDINGS	ILS & GCAS	ILS & GCAS	PPI	PPI	GYRO CUT	GYRO CUT			
6-10	11-15	17-19	21-23	25-27	29-31	ATT	SUC	ATT	SUC	ATT	SUC		AC	CP	AC	CP	AC	CP	AC	CP			
N73	04	--	--	--	01	--	--	01	01	--	--	--	05	--	04	02	--	--	--	--	--	--	--
N74	04	--	--	--	--	--	--	--	--	--	--	--	03	--	02	02	--	--	--	--	--	--	--
N77	04	--	--	--	--	--	--	--	--	--	--	--	05	--	02	02	--	--	--	--	--	--	--
JUE																							
TOTAL	24	--	--	--	07	--	--	17	17	--	--	--	75	03	43	20	--	--	--	--	--	--	--
WING TOTAL	40	03	--	09	20	04	09	17	17	--	--	--	104	22	81	32	03	03	03	--	--	--	--
XXXX	02	--	--	--	--	--	--	02	02	--	--	--	17	05	22	--	--	01	--	--	--	--	--
READY PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
N-4-N PRACT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SUB TOTAL	02	--	--	--	--	--	--	02	02	--	--	--	37	05	22	--	--	01	--	--	--	--	--
IN12	SEE PART I																						
IN47	SEE PART I																						
IN48	SEE PART I																						
IN75	SEE PART I																						
IN78	SEE PART I																						

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FC 2723

60-2962

Air Force-SAC, OMA (When Filled In)

CONFIDENTIAL

307th
Bombardment
Wing



TRAINING PLAN
APRIL
1956

HEADQUARTERS
307TH BOMBARDMENT WING (M)
Lincoln Air Force Base, Nebraska

307DOT

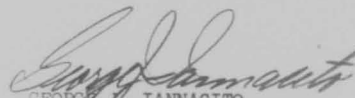
5 April 1956

SUBJECT: Amendment Number 1 to April Training Plan

TO: See Distribution of Basic Training Plan

1. Inclosed is Amendment Number 1 to 307th Bomb Wing Training Plan for April 1956.
2. Amendment consists of minor text changes to basic plan.
3. Posting Instructions:
 - a. Remove page 3, Part I basic plan and replace with like page.

1 Incl
Amendment NR 1.
Page 3 of Basic Plan


GEORGE F. IANNACITO
Lt. Colonel, USAF
Deputy Dir. of Operations

APRIL TNG PLAN
PART I

c. Ready crew training: Ready crew training will include SAC Regulation 50-8 proficiency and the following:

(1) SES

- (a) Crew R-60 will attend SES in April, reporting not later than 9 April 1956. They will not be scheduled for any additional duties prior to that time and will achieve the maximum in preparation. Special consideration will be given to assure them not less than two (2) sorties per week, and any desired trainer or simulator time.
- (b) The following crews have been selected to attend SES in May. Primary - R-10, R-71. Alternate - R-35, R-66. These crews will fly a minimum of four (4) preparatory missions during April. Effective 1 May the provisions outlined above for Crew 60 will apply for these crews.

(2) Bombing Competition: The following crews have been selected to prepare for the command bombing competition:

R-01 Herman

R-10 Shaver

R-40 Guy

R-71 Kohlscheen

Emphasis will be placed on assuring these crews a minimum of four (4) training sorties during April, in reliable aircraft. Their aircraft will be backed up in case of an abort.

- (3) Mass Refueling: Ten (10) aircraft for mass refueling have been scheduled on the 9th and 16th of April. Twelve (12) aircraft have been scheduled for the 27th April in conjunction with a wing directed bomber stream mission. Crews will be provided as indicated:

DATE	370BS	371BS	372BS	307AREFS
9 April	2	1	2*	5*
16 April	1	2*	2	5*
27 April	2*	2	2	6*

*Cell leaders will be provided by this squadron and will brief the tactical doctrine to be used at the pilots specialized briefing. General briefing will be at 1000 at the 307th AREFS Briefing room on the 6 and 13 April, and at 1000 26 April in 307th Briefing room.

APRIL TNG PLAN
PART I

- (4) Bomber Stream Missions: Bomber stream missions will be conducted on 2, 11, 12 and 27 April. The mission on the 27 of April will be in conjunction with the mass refueling mission as outlined in paragraph (3) above. On these days six (6) B-47 aircraft will participate. Only ready crews or crews expected to become ready in the immediately future should be scheduled. Briefing will be as follows:

#1 0800 - 31 March - Wing Briefing Room.

#2 & 3 0900 - 10 April - Wing Briefing Room.

#4 1000 - 26 April - Wing Briefing Room.

Critiques of these missions will be as follows:

Missions #1, #2 and #3 - 1600 - 16 April in 307th AREFS Briefing Room.

Mission #4 at 0900 - 5 May in Wing Briefing Room.

- (5) Ferry: B-47 aircraft will be ferried to the depot on the dates indicated. Crews will report to the Operations & Training Section three (3) working days prior to these dates for instructions.

<u>DATE</u>	<u>AIRCRAFT</u>	<u>SQUADRON</u>	<u>DEPOT</u>
2	231	370	Marietta
4	233	371	Marietta
6	234	370	Marietta
9	235	372	Marietta
11	236	370	Marietta
13	238	372	Marietta
13	358	372	Tulsa
16	362	372	Tulsa
17	241	372	Marietta
18	242	370	Marietta
20	243	371	Marietta
24	244	371	Marietta
26	245	371	Marietta

- (6) Standardization: During April the following crews will receive a standardization check.

<u>CREW</u>	<u>DATE</u>	<u>CREW</u>	<u>DATE</u>
03, 07, 30 (AOB)	2-6 April	35, 38	16-20 April
62, 70	9-13 April	66, 67	23-27 April

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

307DOT


1 April 1956

SUBJECT: April Training Plan

TO: See Distribution

1. 307th Bomb Wing Training Plan for April is attached.
2. Adherence to the published schedules is imperative to achieve an orderly progression of training. These schedules will be reviewed subsequent to the weekly SAC Regulation 60-9 scheduling meetings. Copies of the weekly schedules called for in SAC Regulation 50-32 will be forwarded to Wing Operations and Training to arrive not later than Saturday for the following week.
3. Each crew will be cognizant of the status of their assigned aircraft at all times, including the progress of repairs or maintenance, condition of component equipment, inspection status, etc. Each observer will keep himself informed of the status of the A set and related equipment in his aircraft including maintenance status, reliability, and running CMA.

1 Incl
April Training Plan


GEORGE J. IANNACITO
Lt Colonel, USAF
Deputy Director of Operations

COND, 78TH BOMBWG	(2 cys)
COND, Det 10, 9TH WEARON	(1 cy)
1 EA AC-97 AC	(23 cys)
1 EA P-47 AC	(45 cys)
COND, 307TH BOMBWG	(1 cy)
COND, 307TH BOMBWG	(10 cys)
307TH BOMBWG	(2 cys)
COND, 818TH ABGP (ABTNG FLT)	(2 cys)

TRAINING PLAN
APRIL

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WOMAN, MEDIUM
 Lincoln, Nebraska

APPENDIX A: PART I

FLYING PROGRAM

1. Purpose:

April will be a special training month. The major aim of the B-47 flying program will be to bring the non-ready crews to combat readiness. The primary purpose of the B-47 program will be to support the operational and higher headquarters missions. The priorities of flying training are as follows:

a. B-47 Training

Priorities	Items	Sortie	Hours
(1)	Requirements of AFM 60-2	Concurrent with other Flying	
(2)	Non-ready crew training	104	450
(3)	Ready crew training	96	625
	(a) Standardization	(16)	
	(b) Ferry to IRAN	(13)	
	(c) CBS Preparation	(19)	
	(d) Bombing Competition Preparation	(14)	
	(e) Bomber Stream Missions	(24)	
	(f) Base Refuelings	(16)	
	(g) Others		
(4)	Staff Flying	25	150
	(a) Bench Warner Preparation	(18)	
	(b) Others	(07)	
(5)	Ferry and Aircraft Movement	As Required	As Required
(6)	Test	As Required	As Required
TOTAL		225	1425

b. KC-97 Training

(1)	Requirements of AFM 60-2	Concurrent with other Flying	
-----	--------------------------	------------------------------	--

APRIL TNG PLAN
PART I

(2)	Higher Headquarters commitments		
(3)	Non-ready crew training	8	42
(4)	Ready crew training	92	500
(5)	Staff flying	5	23
(6)	Ferry and Aircraft movement	As required	As required
(7)	Test	As required	As required
	TOTAL	105	565

II. GENERAL:

a. This training plan is based on twenty one (21) flying days. During April climatological data indicates the following.

- (1) 0.5 days below instrument minimum.
- (2) 2.0 days of instrument conditions.
- (3) 27.5 days of visual conditions.
- (4) 23.0 days suitable for transition.

b. Maintenance programming indicates that the following will be available.

	370BOMBROB	371BOMBROB	372BOMBROB	307AREFS
SORTIES	75	75	75	105
HOURS	475	475	475	565

c. Take-offs will be scheduled after 1100 on Mondays and before 1400 on Fridays.

III. REQUIREMENTS:

a. AFR 60-2: The requirements of AFR 60-2 will be met concurrent with other flying. Special attention will be placed on assuring that filler, Staff and other non-crew personnel are current.

b. Non-ready crew training: Under the provisions of SAC Regulation 50- all non-ready crews will fly a minimum of twenty five (25) hours. They will fly twice a week. Emphasis will be placed on upgrading all IN Crews to N status and N Crews completing SAC Regulation 50-43 training. KC-97 crew IM 13 will complete upgrading to T status.

THE PLAN
PART I

c. Ready crew training: Ready crew training will include SAC Regulation 50-8 proficiency and the following:

(1) SES

- (a) Crew R-60 will attend SES in April, reporting not later than 9 April 1956. They will not be scheduled for any additional duties prior to that time and will achieve the maximum in preparation. Special consideration will be given to assure them not less than two (2) sorties per week, and any desired trainer or simulator time.
- (b) The following crews have been selected to attend SES in May. Primary - R-10, R-71. Alternate - R-35, R-66. These crews will fly a minimum of four (4) preparatory missions during April. Effective 1 May the provisions outlined above for Crew R-60 will apply for these crews.

(2) Bombing Competition: The following crews have been selected to prepare for the command bombing competition:

R-01 Herman
R-10 Shaver
R-40 Guy
R-71 Konlscheen

Emphasis will be placed on assuring these crews a minimum of four (4) training sorties during April, in reliable aircraft. Their aircraft will be backed up in case of an abort.

(3) Mass Refueling: Ten (10) aircraft for mass refueling have been scheduled on the 9, 16 and 24th April, respectively. Crews will be provided as indicated.

DATE	370BS	371BS	372BS	307AREFS
9 April	2	1	2*	5*
10 April	1	2*	2	5*
27 April	2*	2	2	6*

*Cell leaders will be provided by this squadron and will brief the tactical doctrine to be used at the pilots specialized briefing. General briefing will be at 1000 at the Wing Briefing room on 6, 13 and 23rd April.

(4) Bomber Stream Missions: Bomber stream missions will be conducted on 2, 11 and 12 and 27 April. On those days all B-47 aircraft scheduled will participate. Only ready crews or crews expected to become ready in the immediate future should be scheduled. Briefing will be at the Wing Briefing Room at 0800, 31 March and 0900 10, 11, and

APRIL 1961 PLAN

26 April. Critique of the first three missions will be at 1700 - 18 April in the same briefing room. Critique of the fourth mission will be at 1900 - 5 May in the same briefing room.

- 5) Ferry: B-47 aircraft will be moved to the depot on the dates indicated. Crews will report to the Operations & Training Section three (3) working days prior to these dates for instructions.

<u>DATE</u>	<u>MISSION</u>	<u>FLIGHT NO.</u>	<u>BASE</u>
2	231	370	Marietta
4	233	371	Marietta
6	234	370	Marietta
7	235	372	Marietta
11	236	370	Marietta
12	238	372	Marietta
13	258	372	Tulsa
16	262	372	Tulsa
17	241	372	Marietta
18	242	370	Marietta
20	243	371	Marietta
24	244	371	Marietta
26	245	371	Marietta

- (c) Standardization: During April the following crews will receive a standardization check.

<u>CREW</u>	<u>DATE</u>	<u>CREW</u>	<u>DATE</u>
03, 07, 30 (AOB)	2-6 April	35, 38	16-20 April
62, 70	9-13 April	66, 67	23-27 April

APRIL TNG PLAN
PART I

- (7) The following training activity will be the goal of each combat ready crew:

Six (6) Radar RBS
Two (2) Visual RBS
One (1) Nite Cell
One (1) Gunnery fire out
Two (2) Visual Releases
One (1) Heavy weight Refueling

This goal is based on three productive sorties. Crews that fly more or fewer productive sorties than this will be expected to accomplish a like proportion of this goal.

NOTE: ALL TRAINING FOR APRIL WILL BE PRACTICE.

370BOMBROX - CHIN SO - 1012 - 1011

APRIL TNG PLAN
PART I370BOMBROU - CREW SCHEDULE - APRIL

	16	17	18	19	20	23	24	25	26	27	30
R01			MP	F		G		G	EMP		
R02	EMP			MP	F	G				SW	SW
R03	G	G	MP	F	G	EMP	G	G	SW	MP	F
R04	EMP	G	SW	MP	F	G	G	G	G	SW	SW
R05	L	-	E	-	A	-	V	-	E	-	-
R06	G	G	MP	F	G	-	DUTY	-	-	CREW	F
R08	MP	F	G	MP	F	EMP	SW	G	MP	F	G
N09	F	G	MP	F	G	G	MP	F	G	SW	SW
R10	EMP	G	G	MP	F	G	G	MP	F	MP	F
R11	EMP	G	MP	F	G	G	G	G	SW	G	G
N12	F	DUTY	-	-	CREW	MP	F	MP	F	MP	F
IN13	G	MP	F	SW	G	MP	F	MP	F	G	G
N14	F	MP	F	G	MP	F	SW	MP	F	MP	F
IN15	MP	F	G	MP	F	G	MP	F	MP	F	G
N16	MP	F	SW	SW	G	G	MP	F	MP	F	G

APRIL TNG PLAN
PART I371B BORDEN - CREW SCHEDULE - APRIL

	2	3	4	5	6	9	10	11	12	13	14
R30	F	EMP	MP	F	MP	F	EMP	EMP	F	MP	
R31	F	SW	MP	F	Q	L	E	A	V	E	
R32	SW	MP	F	Q	Q	EMP	MP	F	EMP	EMP	
R33	L	-	E	-	A	-	V	-	E	-	
R34				Q	Q	MP	F		EMP		
R35	F	MP	F	Q	EMP	Q	MP	F	Q	MP	
R36	S	T	E	A	D	-	-	-	-	-	
R37	STAND	-	-	BOARD	-	PRIMARY	-	TEST	-	-	
R38	EMP	EMP	F	SW	Q	Q	MP	F	MP	F	
R39	Q	EMP	EMP	EMP	MP	F	Q	MP	F	Q	
R40	PRIMARY	-	TEST	-	DUTY	-	-	-	-	CREW-	
N41	MP	F	SW	MP	F	MP	F	MP	F	Q	
N42	MP	F	MP	F	MP	F	Q	MP	F	SW	
N43	MP	F	Q	MP	F	MP	F	SW	MP	F	
IN45	MP	F	Q	MP	F	Q	MP	F	MP	F	

APRIL TNG PLAN
PART I371BOMBROON - CREW SCHEDULE - APRIL

	16	17	18	19	20	23	24	25	26	27	30
R30	F	G	MP	F	G	STAND	-	-	-	BOARD- DUTY CREW	
R31	L	E	A	V	E	G	MP	F	EMP	EMP	F
R32	G	G	MP	F	G	DUTY	-	-	-	CREW	F
R33	MP	F	MP	F	G	EMP	MP	F	G	MP	F
R34			MP	F		G		MP	F		
R35	STAND	-	-		BOARD	G	G	MP	F	G	F
R36	MP	F	EMP	MP	F	L	-	E	-	A - V-	E
R37	F	EMP	MP	F	G	S	-	T	E	A	D
R38	STAND	-	-		BOARD	SECONDARY	-	-	-	TEST-	
R39	L	-	E	-	A	-	V	E	-	-	-
R40	F	G	EMP	MP	F	SW	G	MP	F	G	G
N41	G	G	G	MP	F	G	MP	F	MP	F	G
N42	MP	F	G	MP	F	MP	F	MP	F	MP	F
N43	DUTY	-	-	-	CREW	MP	F	G	MP	F	G
IN45	MP	F	G	G	G	MP	F	MP	F	MP	F

APRIL TNG PLAN
PART 3372BOMBROD - CREW SCHEDULE - APRIL

	2	3	4	5	6	9	10	11	12	13	
R60	PRE	-	-	-	SES	S	-	E	-	-	S
R61	OPS	-	-	-	DUTY	MP	F	G	G	G	
R62	F	MP	EMP	F	G	STAND	-	-	-	BOARD	
R65	EMP	MP	F	EMP	EMP	TN	-	-	DELIVERY		
R66	EMP	MP	F	EMP	EMP	F	G	G	MP	F	
R67	L	S	A	V	E	-	-	-	-	-	
R68	L	E	A	V	E	-	-	-	-	-	
R69	S	U	R	V	I	V	A	L	-	-	
R70	MP	F	MP	F	G	STAND	-	-	-	BOARD	
R71	F	EMP	EMP	MP	F	G	MP	F	G	SW	
N72	MP	F	G	MP	F	MP	F	G	MP	F	
N73	F	G	MP	F	MP	F	G	MP	F	MP	
N74	MP	F	MP	F	MP	F	G	MP	F	MP	
N75	G	G	EMP	EMP	EMP	OPS	-	-	-	DUTY	
IN77	G	G	G	MP	F	G	MP	F	G	G	

APRIL TNG PLAN
PART I372 BOMBARDIER- CREW SCHEDULE - APRIL

	16	17	18	19	20	23	24	25	26	27	30
R60	S	E	S	-	-	-	-	-	-	-	EWP
R61	F	G	G	G	G	G	EWP	EWP	EWP	MP	F
R62	F	G	MP	F	G	OPS	-	-	-	DUTY	G
R65	OPS	-	-	-	DUTY	MP	F	G	SW	SW	SW
R66	SW	G	MP	F	G	STAND	-	-	-	BOARD	G
R67	MP	F	MP	F	G	STAND	-	-	-	BOARD	EWP
R68	G	G	MP	F	SW	SW	SW	EWP	MP	F	G
R69	SURVIVAL	-	-	-	-	MP	F	EWP	MP	F	G
R70	S	U	R	V	I	V	A	L	-	-	-
R71	SW	SW	SW	MP	F	G	MP	F	SW	MP	F
N72	MP	F	G	SW	G	MP	F	G	MP	F	G
N73	F	MP	F	G	MP	F	G	MP	F	G	G
N74	F	G	MP	F	MP	F	G	MP	F	MP	F
N75	SW	MP	F	MP	F	MP	F	G	G	SW	SW
IN77	MP	F	MP	F	G	MP	F	MP	F	MP	F

APRIL TNG PLAN
PART I

307TH AIR REFUELING - CREW-SCHEDULE - APRIL

	2	3	4	5	6	9	10	11	12	13
T-25	G	MP	F	G	EWP	MP	F	G	MP	F
M-13	G	EWP	G	MP	F	G	G	MP	F	G
T-11	S	Q	U	A	D	R	O	N	D	U
T-22	G	MP	F	G	EWP	MP	F	G	MP	F
T-10	F	EWP	G	MP	F	G	MP	F	EWP	MP
T-23	BLOCK	-	-	TRAIN	-	G	F	G	EWP	G
T-9	G	EWP	MP	F	G	BLOCK	-	-	-	TNG
T-24	F	G	MP	F	EWP	G	G	F	G	EWP
T-17	F	G	MP	F	EWP	G	G	G	EWP	G
T-1	L	-	E	-	A	-	V	-	-	E
T-14	G	MP	F	EWP	MP	F	G	G	G	G
T-19	MP	F	G	G	G	G	MP	F	G	EWP
T-5	SQUADRON	-	-	DUTY	-	G	G	G	MP	F
T-6	MP	F	G	MP	F	EWP	G	MP	F	G
T-3	MP	F	G	MP	F	EWP	G	MP	F	G
T-20	EWP	G	F	G	MP	F	G	LE	-	AV
T-4	G	F	G	EWP	MP	F	G	MP	F	G
T-12	F	G	MP	F	G	MP	F	G	EWP	G
T-18	G	MP	F	G	EWP	F	G	EWP	MP	F
T-8	MP	F	MP	F	EWP	STAND	-	-	-	BOARD
T-7	G	EWP	G	G	G	MP	F	G	G	EWP

APRIL TNG PLAN
PART I307TH AIR REFUELING - CREW SCHEDULE - APRIL

	16	17	18	19	20	23	24	25	26	27	30
T-25	G	G	ENP	G	MP	F	G	G	MP	F	F
M-13	G	ENP	G	MP	F	G	G	MP	F	G	G
T-11	BLOCK	-	-	-	TNG	MP	F	G	LEAVE	-	-
T-22	G	MP	F	G	G	ENP	G	MP	F	G	G
T-10	F	G	G	MP	F	G	ENP	G	G	MP	F
T-23	STAND	-	-	-	BOARD	G	MP	F	G	ENP	G
T-9	MP	F	MP	F	MP	F	ENP	MP	F	G	G
T-24	F	G	MP	F	G	G	G	G	G	MP	F
T-17	G	MP	F	G	G	STAND	-	-	-	BOARD	G
T-1						BLOCK	-	-	-	TNG	
T-14	G	MP	F	G	MP	F	G	ENP	MP	F	G
T-19	F	G	G	G	MP	F	ENP	G	MP	F	G
T-5	G	G	MP	F	G	MP	F	G	MP	F	G
T-6	MP	F	G	G	G	G	MP	F	G	ENP	G
T-3	MP	F	G	MP	F	G	G	ENP	G	G	G
T-20	L	-	E	-	A	-	V	-	E	-	-
T-4	G	G	ENP	G	G	MP	F	MP	F	G	G
T-12	ENP	G	MP	F	G	G	MP	F	G	MP	F
T-18	F	MP	F	G	MP	F	SQUADRON-	-	-	DUTY	
T-8	L	-	E	-	A	-	V	-	E	-	-
T-7	F	G	MP	F	G	MP	F	G	G	MP	F

APRIL TNG PLAN
PART IFLYING - SCHEDULE

	370	371	372	307AREFS
2	04,06,11,12,16	30, 31, 35	61, 62, 71, 73	10, 24, 17, 12
3	09,13,15	41, 42, 43, 45	70, 72, 74	19, 6, 3, 4, 8
4	11, 12, 16 5X	32, 35, 37, 38	65, 66, 5X	25, 22, 14, 20, 18
5	, 14, 15	30, 31, 42	73, 74, 62, 70	24, 17, 12, 8
6	09, 12, 16	37, 41, 43, 45	71, 72, 77	13, 10, 6, 3
9	06, 13, 14 5X	30, 39, 42	66, 73, 74,	14, 20, 4, 18
10	09, 15, 16 5X	34, 41, 43	61, 72 5X	25, 22, 23, 12, 7
11	12, 13, 14	32, 35, 38, 45	62, 71, 77, 70	10, 24, 19, 8
12	10, 11, 15	30, 39, 41, 42	73, 74 5X	4, 3, 6, 13
13	04, 13, 16	38, 43, 45	66, 72, 62, 70	25, 22, 5, 18
16	09, 12, 14	30, 35, 37, 40	62, 61, 73, 74	7, 18, 19, 24, 10
17	08, 15, 16	33, 36, 42, 45	67, 72, 77	9, 6, 3
18	13, 14 5X 5X		73, 75 5X	18, 14, 17, 23, 22
19	01, 03, 06, 09, 11	30, 32, 33, 34, 37	66, 68, 74, 62, 67, 77	9, 24, 5, 12, 7
20	02, 04, 08, 10, 15	35, 36, 40, 41, 42	75, 71	3, 23, 10, 13
23	14 5X 5X	5X	73, 74 5X 5X	25, 9, 14, 19, 18
24	12, 13	42, 43, 45	65, 72, 69, 75 77	7, 4, 5, 11
25	09, 15, 16	30, 31, 33, 41	67, 66, 71	23, 17, 6, 12
26	10, 12, 13, 14	34, 35, 40, 42, 45	73, 74, 77	4, 9, 22, 13
27	08, 15, 16	30, 41, 43	68, 72, 66, 67 69	25, 17, 14, 19, 5
30	03, 06, 10, 12, 14	31, 32, 33, 35, 42 45	61, 71, 74, 77	25, 10, 24, 12,

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

APRIL TRAINING PLAN PART II

PART II. GROUND TRAINING:

1. Ground Training priorities for April are:

a. B-47 Aircraft

- (1) Instrument Ground School.
- (2) Hi Jinks Ground Training.
- (3) TDY Commitments.
- (4) EWP
- (5) SAC Regulation 51-19 Training.
- (6) MA7A (Observers).
- (7) ECM Training.
- (8) SAC Manual 66-12 Training.
- (9) All Other.

b. KC-97 Aircraft

- (1) Instrument Ground School.
- (2) TDY Commitments.
- (3) SAC Regulation 50-24 Block Training.
- (4) EWP
- (5) SAC Manual 66-12 Training.
- (6) Other.

c. Non-Aircrew Training:

- (1) SAC Reg 50-24 Associated Training (Must be completed by 1 May 1956).
- (2) TDY Commitments.
- (3) MD-3 Training.
- (4) Other Training on New Equipment.

APRIL TNG PLAN
PART II

(5) SAC Manual 66-12 Training.

(6) WEMP Testing.

2. SAC Regulation 50-24 Block Training:

a. Aircrew (KC-97) Block Training - A new class starts each Monday at 0800 Base Training Building during month of April for KC-97 crews. Individuals who have incomplete subjects from previous classes should be scheduled for make-up periods at appropriate time and place in accordance with the master schedule. All ready crews must be completed by 1 May 1956.

2 April - Crew 27

16 April - Crew 11

9 April - Crew 9

23 April - Crew 17

b. Non-aircrew:

(1) All non-aircrew personnel (unassigned to numbered crew) are required to have six (6) hours of associated training. This is given at the Service Club starting time 0800 each Tuesday and Thursday. All eligible personnel must complete this training prior to 1 May 1956. Minimum quotas are as follows:

HQRON - 5	372BOMBRO - 5	307FLDMAINTRON - 13
370BOMERON - 5	307AREFS - 7	307PDMAINTRON - 7
371BOMBRO - 5	307A&ERON - 11	307TACHOSP - 3

(2) In addition to the regularly scheduled classes listed above a special make-up class will be conducted on 21 April in the 307th Briefing Room. This special class is at the request of several squadron commanders. Quotas listed below are designed to help those squadrons which have fallen behind. The quotas are flexible enough to be changed. If you desire your quota to be raised or lowered please notify Wing Ground Training (EXT 8036). This training will be completed by 1 May 1956. Quotas for special class.

370BOMERON - 40	372BOMBRO - 40	307A&ERON - 20
371BOMBRO - 40	307AREFS - 20	307FLDMAINTRON-20
	307PDMAINTRON - 20	

(3) There will be a meeting to review the accomplishments to date at 1330 hours on 4 April 1956. Meeting will be conducted in 307th Operations and Training Section of Wing Headquarters Building. Each squadron must have a representative present. It should be the person who has been charged with the responsibility of scheduling this training, i. e., training officer, 1st Sergeant

APRIL TNG PLAN
PART II

etc. Each squadron representative should be prepared to present concrete facts and figures which will show that this training will be completed prior to 1 May 1956.

3. Monthly Meetings - 12 April 1956

a. Airmen

- (1) Character Guidance - 0800 - Service Club.
- (2) Commanders Call - 0845 - Service Club.
- (3) Security Lecture - 0915 - Service Club.

b. NCO's

- (1) Commander's Call - 0845 - Service Club.
- (2) Security Lecture - 0915 - Service Club.
- (3) Character Guidance - 0945 - Service Club.

c. Officers

- (1) Survival Under Fallout Conditions - 0800 - Chapel (All B-47 Crews).
- (2) Character Guidance - 0900 - Chapel (All Officers).
- (3) Commander's Call - 0930 - Chapel (All Officers).

d. Flying Safety.

- (1) B-47 and KC-97 AC's and P's - 1030 - Officers Club.
- (2) B-47 and KC-97 Observers - 1030 - 307th Briefing Room.

4. Records: Training accomplished will be recorded on individual Ground Training Record, SAC Form 293 (SAC Regulation 50-24).

5. IDY Schools:

a. Those handled by Directorate of Operations.

(1) Survival:

370

371

372

307AREFS

3 April

THOMAS
WHEELER
CROSBY

APRIL 1956 PLAN
PART II

	370	371	372	307AREFS
17 April	LYNN		MILAS KENNEDY	

24 April		BIFFORD MAHN HESSE		
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(2) O. Q. Range - Out of commission until about 20 April 1956.

	370	371	372	
26 April	CHRISTIAN			
30 April		PEARSON		

(3) Altitude Chamber (Refresher)

	370	371	372	307AREFS
18 April	1	1		2

(4) Altitude Chamber (Basic)

	370	371	372	AREFS	FLORIAN	CONANT	AME
11 April	1	1	1	3	1	1	1
26 April	1	1	1	3	1	1	2

(5) Special Weapons Delivery Course.

9 April - 372nd - Crew 65

(6) KC-97 MTB - Four (4) personnel from 307th AREFS to attend air-crew familiarization on 9 April at Rocky Hill Air Force Base.

(7) 363 - Crew R-60 to 3942nd Strategic Evaluation Squadron on 9 April.

b. Those handled by Directorate of Personnel.

(1) USAF Survival Training and Equipment Course Number 5310420

Lt Freeman

(2) USAF Advanced Survival Training Course Number 140000:

Class 56-J

Capt Wheeler
Capt Crorey
Lt Thomas

3 April 1956

APRIL TNG PLAN
PART II

Class 56-K - Captain Kennedy, Lt Meeks, Lt Flynn

Class 56-L - Captain Blifford, Captain Hesse, Lt Hahn

(3) USAF Special Weapons Delivery Course Number 1231005.
Class 56-N, Captain Boudreaux, Captain McKenzie, Captain Hart.

(4) USAF Staff and Commander Maintenance Management Course Number
SS4311 - Lt Colonel Thurlow.

(5) USAF Advanced Flying Training, Medium Bomber - Jet, Course Num-
ber 123100B - Captain Husband.

(6) The following school quotas were allocated this organization.

1-30151A - to SS30171-12 (AN/APN-69) Course at Keesler AFB, Miss.

2-43251 - to R-4360-59 (Engine Conditioning) Course at Smoky Hill
AFB, Salina, Kansas.

3-42350 - to SS42350-11 (B-52 Electrical) Course at Chanute AFB,
Illinois.

1-42370 - to SS42350 (B-52 Electrical) Course at Chanute AFB,
Illinois.

1-30151A - to AA30171 (Aircraft Electrical Navigation Maintenance
Technician) Course at Keesler AFB, Miss.

(7) There are two (2) Master Sergeants scheduled to attend Eighth Air
Force NCC Academy during the month of April 1956.

(8) Five (5) Staff Sergeants and Airman First Class are scheduled to
attend the Base Leadership School class 26 March 1956 thru 7 April
1956.

6. NEW STARTING TIME - With one or two exceptions all training for aircrews will
start at 0830 or later. This change is at the request of the tactical squadrons.
Each tactical squadron should have sufficient time before training starts to hold a
roll call and pass out important information which might otherwise be delayed. It
is anticipated that commencing 1 May all training will start at 0830.

APRIL TNG PLAN
PART II SCHEDULESSYNTHETIC TRAINER SCHEDULET-14A TRAINER

	3 - 6 April	10 - 13 April	17 - 20 April
0830	370	371	372
0930	370	371	372
1030	371	372	370
1130	372	370	371
	24 - 27 April	30 - April	
0830	370	371	
0930	370	371	
1030	371	372	
1130	372	372	

NOTE: Wing Standboard has T-14 from 0830 on 2, 9, 16, 23 April.

T-6 SIMULATOR

	4-6 April	11-13 April	18-20 April	25 April	26 April	27 April	30 April
1130	370	372	371	372	371	370	372
1430	371	370	372	370	372	371	370

NOTE: Wing Standboard has the 1130 and the 1430 periods on the following dates: 2, 3, 9, 10, 16, 17, 23 and 24 April.

C-11 TRAINING

These are two (2) hour blocks

	*2-3-4-5-6	*9-10-11-12-13	*16-17-18-19-20	*23-24-25-26-27	30
0830	371	372	370	371	372
1030	371	372	370	371	372
1230	372	370	371	372	370
1430	370	371	372	370	370

NOTE: Wing Standboard has the following C-11 periods which are not indicated in the above schedule.

2 April - 0830 to 1230
9 April - 0830 to 1230

16 April - 0830 to 1230
23 April - 0830 to 1230

Each B-47 pilot must practice, in the 90 days starting 1 April 1956, at least one (1) letdown on each of the following fields. Goose Bay, Loring, Harmon,

APRIL TWO PLAN
PART II SCHEDULES

es, Lakenheath, Mildenhast, Thame, Upper Heyford. To preclude a crash program, start scheduling these letdowns now. In addition each pilot will study Radio Facility Chart, Europe and be completely familiar with pages 25, 29, 31, 31B, 31D, 63, 63B and 77.

REQUIREMENTS

Available to 307th Air Refueling on Mondays, Wednesdays and Fridays from 0830 to 1230 hours.

ASSIGNMENTS

All assigned times are two (2) hour periods.

APRIL	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
0630									372	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372
0830									372	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372
1030									371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370
1230	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371
1430	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372
1630	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370
1830	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371	372	370	371

B-47 TRAINING

All B-47 Crew members are required six (6) hours of B-47 Training. The first two (2) hours of indoctrination are at 0900 hours on dates indicated in Building 1230, Room #10.

DATE	CLASS
10 April 1956	01, 12, 13, 14
12 April 1956	14
17 April 1956	30(AOB), 40, 63, 66
20 April 1956	32(AC-P), 33, 45(AOB), 72, 62
23 April 1956	31(P-AOB), 62(AC)
27 April 1956	11, 73
30 April 1956	68 and makeup

The last four (4) hours which include B-47 equipment and capabilities and limitations of said equipment is scheduled for 1300 hours at Building 1230 in

APRIL TWO WEEK
PART II SCHEDULES

Item #16. Each individual must receive the basic two (2) hour course before being scheduled for this phase of the training.

DATE	CREW
10 April 1956	01, 10(A), 14, 22, 39, 42(AC-P)
12 April 1956	14
17 April 1956	02(P-A), 30(P-A), 40, 68, 66
18 April 1956	32(AC-P), 33, 72, 45(AC), 62
23 April 1956	02(AC), 30(P-A), 71
27 April 1956	14(AC), 1, 73
30 April 1956	03 and make-up

SPECIAL WEAPONS EXERCISE

1. Special Weapons Exercise - Crews listed below will report to Bldg. #1472 at 0900 on dates indicated:

370th Bomb Squadron	Crews 11, 11
372nd Bomb Squadron	Crews 66, 71

2. Special Weapons Basic Course - this is the twenty two (22) hour academy. Crews will report to Bldg. #1472 at 0830 on dates indicated:

DATE	CREW
13, 16, 17 April	
20, 23, 24 April	
27, 30 April, 1 May	02, 04, 09, 15, 75

3. Flight Line Exercise. Crews listed below will report to Bldg. #1472 at 0900 on dates indicated:

DATE	CREW
12 April 1956	12
19 April 1956	13, 16, 72

APRIL TNG PLAN
PART II SCHEDULES

4. Simulator Training (JDT) - Crews listed below will report to Building 1472 at 0830 on dates indicated:

<u>DATES</u>	<u>CREWS</u>
2 April 1956	32, 65
3 April 1956	31
4 April 1956	41
5 April 1956	38
11 April 1956	43
13 April 1956	42
18 April 1956	04, 16
24 April 1956	08, 14

OBSERVERS TRAINING

1. The following ground training is scheduled for observers during the month of April.

a. MA7A System - All B-47 observers who did not receive the eight (8) hour familiarization during March must attend during April. This training will be held at B-47 MTD on the dates listed below. Class meets at 1300. Classes are scheduled on 2 and 3 April, 5 and 6 April and 9 and 10 April.

<u>DATES</u>	<u>CREWS</u>
2 April 1956	01, 08, Shulgin, 32, 39, Handel
3 April 1956	01, 14, Shulgin, Handel, 73
5 April 1956	04, 06, Fluck, 34
6 April 1956	06, 15, Fluck, 32, 34, 39
9 April 1956	03, 10, 11, 75
10 April 1956	03, 10, 11, 12, 75

2. In-flight Maintenance - each observer must complete two (2) hours of IFM training each month. Classes from 0830 to 1030 each day except Saturday, starting 15 April.

APRIL TNG PLAN
PART II SCHEDULES

3. Celestial Procedures: During the month of April each B-47 observer will personally check out his co-pilot on celestial procedures in the plus 731 configuration aircraft. As the training is completed request that each crew observer notify the squadron observer that this training is done.

4. EMP Ultrasonic - each observer must make five (5) runs on each assignment.

INSTRUMENT TRAINING

1. The following listed individuals will renew their instrument cards prior to 31 May 1956. They will complete six (6) hours of link trainer (C-11 or P-3), a physical examination, review their form 5 and attend instrument school prior to their flight check. Base instrument school will be conducted on 2 and 3 April and on 16 and 17 April 1956.

<u>370BOMERON</u>	<u>371BOMERON</u>	<u>372BOMERON</u>	<u>307ARTES</u>
CHRISTY	HALL	HEWIDGE	BERGER
SULLIVAN	PEARCE	WORDSTROM	CONNORS
KOUDSI	PEKARSKE	FUMFORD	NUTTY
STRUEMLER	PETERSON	GILSTRAP	LONG
CLARK	HAHN		STROM
	RICHARD		SCHWESINGER
			MATT

JUDO

1. Because of the fact that judo training is scheduled every week during April, judo availability will not be as great as in the past. Therefore extreme care must be exercised in scheduling so that the times assigned are utilized to the maximum. Emphasis should be placed on completing the basic fifteen (15) hour course on IN Crews and on filler personnel.

MONDAYS - APRIL 2, 9, 16, 23 and 30

0845 - Two (2) spaces per Bomb Squadron

1015 - Two (2) spaces per Bomb Squadron

1315 - Two (2) spaces per Bomb Squadron

1445 - Two (2) spaces per Bomb Squadron

APRIL TNG PLAN
PART II SCHEDULES

TUESDAYS - APRIL 3, 10, 17 and 24

No Judo available.

WEDNESDAYS - APRIL 4, 11, 18 and 25

0845 - Two (2) spaces per Bomb Squadron

THURSDAYS - APRIL 5, 12, 19 and 26

1015 - Two (2) spaces per Bomb Squadron

FRIDAYS - APRIL 6, 13, 20 and 27

1015 - Two (2) spaces per Bomb Squadron

WFP TRAINING

1. Crews are scheduled for WFP as indicated. Report to Wing Plans at 0830 hours.

<u>DATES</u>	<u>TIME</u>
2 April 1956	34, 65 (P.M. only), 66(P.M. only)
3 April 1956	30, 38, 39 (P.M. only) 71
4 April 1956	39, 62, 71, 75(P.M. only)
5 April 1956	39, 65, 66, 75
6 April 1956	65, 66, 75
9 April 1956	32(P.M. only)
10 April 1956	30
11 April 1956	09, 30
12 April 1956	06, 09, 32, 34
13 April 1956	09, 32,
16 April 1956	02, 04, 10, 11
17 April 1956	37
18 April 1956	36, 40
23 April 1956	03, 08, 33
24 April 1956	61(P.M. only)
25 April 1956	61, 69
	25

APRIL TNG PLAN
PART II SCHEDULES

<u>DATES</u>	<u>CREWS</u>
26 April 1956	01, 31, 61
27 April 1956	21
30 April 1956	40, 67

A requirement exists that four (4) crews per squadron be evaluated in code each month. Crews listed will attend as indicated. Report to code room in Building 1230.

<u>13 April</u>	<u>23 April</u>
1300 - 1400 - Crews 02, 06	1300 - 1400 - Crews 01, 11
1400 - 1500 - Crews 30, 35	1400 - 1500 - Crews 34, 40

SAC MANUAL 66-12

Eighth Air Force requires that each officer within the wing receive six (6) hours of training on SAC Manual 66-12 during April. This training will be conducted each Monday, Wednesday and Friday (with the exception of the week of 16 April) through out the month. Class meets at 0830 hours in the 307th Briefing Room. Crews (both B-47 and KC-97) are scheduled as indicated:

<u>DATES</u>	<u>CREWS (B-47)</u>
2 April 1956	14
4 April 1956	43
9 April 1956	02, 12, 35, 45, 62
11 April 1956	06, 66
13 April 1956	39, 77
23 April 1956	04, 09, 10, 15, 16, 41, 61
25 April 1956	01, 03, 08, 11, 65
30 April 1956	13, 40, 68, 72, 73, 69

APRIL TNG PLAN
PART II

<u>DATES</u>	<u>CREWS(KC-97)</u>
2 April 1956	25, 19, 20
4 April 1956	08, 18, 23
6 April 1956	14, 06, 11
9 April 1956	09, 24, 17
11 April 1956	03, 04, 05
13 April 1956	12, 07, 13
23 April 1956	22, 05
25 April 1956	10

NOTE:

1. The KC-97 crew schedule above applies only to the aircraft commander, the pilot and the navigator.
2. All other officers in the tactical squadrons will be scheduled by their training officers on any of the following dates: 2, 4, 6, 9, 11, 13, 23, 25, 27 or 30 April.

APRIL TWO PLAN
PART II SCHEDULESMAINTENANCE TRAINING

1. MD-3 Training - this training will be conducted the week of 2 April as originally scheduled and published in 307th Director of Operations, disposition form, dated 16 March 1956.

2. Additional ground power training - Commencing 9 April the following schedule will apply for ground power training for operators. It will be conducted at 307th Field Maintenance Ground Power Section, South Hanger and will be continued until all potential operators have been trained.

a. Monday thru Friday - 0800 to 1130 hours

370th Bomb Squadron - Two (2) men.

371st Bomb Squadron - Two (2) men.

372nd Bomb Squadron - Two (2) men.

b. Monday thru Friday - 1300 - 1600 hours

307th Periodic Maintenance Squadron - Two (2) men.

307th Field Maintenance Squadron - Two (2) men.

307th Air Refueling Squadron - Two (2) men.

3. WEMP TESTING - Request each squadron schedule personnel who require testing as these people are available. Approximately seventy - five (75) airmen have not been WEMP tested to this date.

4. SAC MANUAL 66-12 TRAINING - Eighth Air Force has required that every maintenance airman and all officers receive six (6) hours of training on SAC Manual 66-12 during the month of April. This training will be conducted in the 307th Briefing Room. Training will start at 0830. This training will be conducted every Monday, Wednesday and Friday (with the exception of the week of 16 April) throughout the month. The following quotas are the minimum which will finish each squadron. These quotas are for each class.

H. J. RON	- 3	307th Air Refueling	- 6
370th BOMBRON	- 6	307th Field Maint.	- 30
371st BOMBRON	- 6	307th Periodic Maint.	- 9
372nd BOMBRON	- 6	307th ARN&ELECTRON	- 30

APRIL TNG PLAN
PART III

PART III. GENERAL

1. DUTY ROSTERS

a. Airborne Officer - 16 - 30 April - 307th Air Refueling Squadron

b. Flight Planning and Briefing Officer - 1 April - 307th AREFS

c. Tower Officer - 3701 - 30 April 1, 7, 13, 19 and 25

371BOMBERON - April 2, 8, 14, 20 and 26

372BOMBERON - April 3, 9, 15, 21 and 27

NOTE: Tower Officer will report to Base Operations Officer thirty (30) minutes prior to tower duty for briefing on Air Division Regulation 55-5.

d. Senior Flying Supervisor - The individual listed will serve on the date indicated or arrange a suitable substitute:

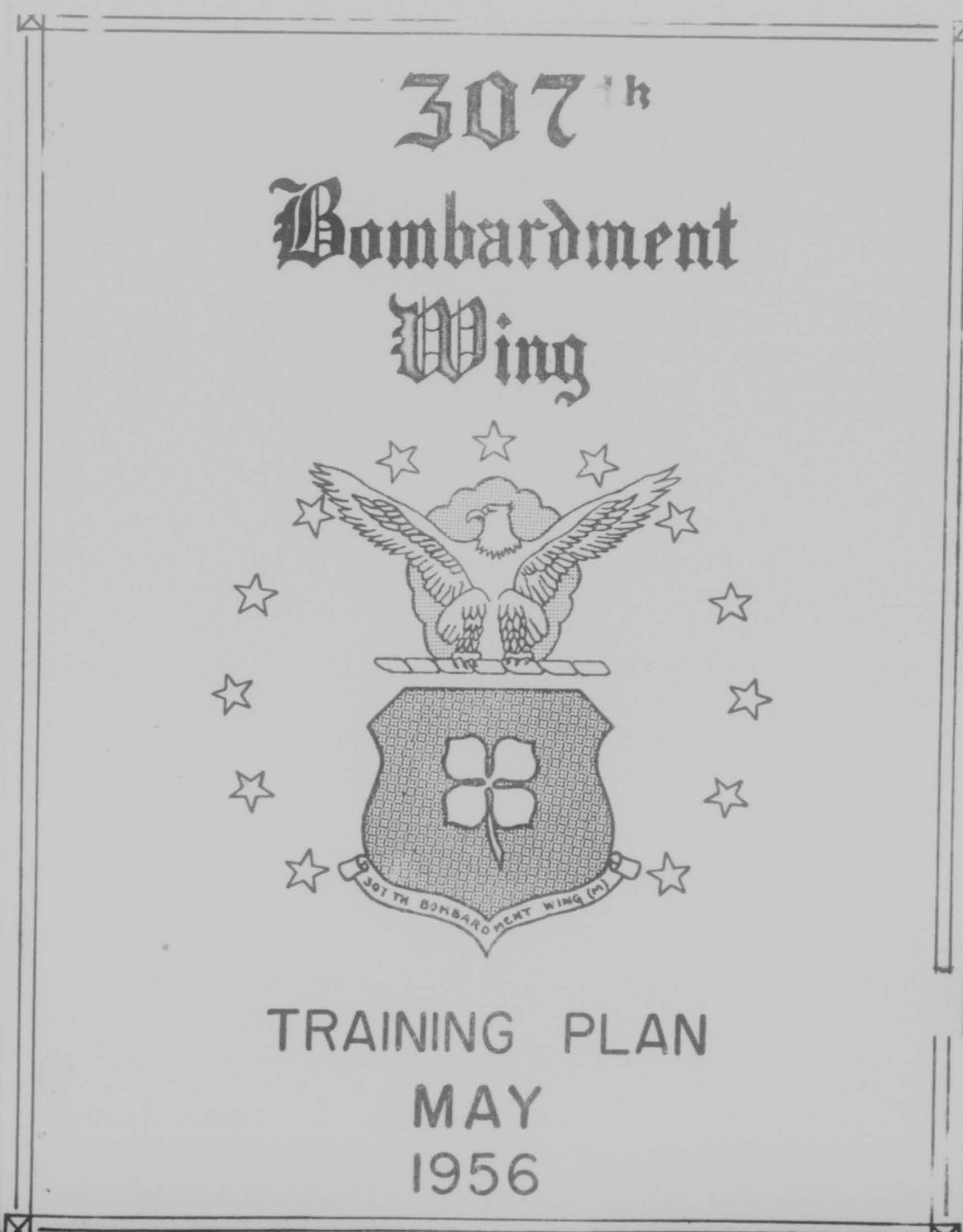
	APRIL	APRIL
LT COL IANNACITO		18
LT COL JOHNS	3	19
MAJ BURFORD	4	20
MAJ DOROTHY	5	24
MAJ HERMAN	9	25
MAJ HERRIDGE	13	26
MAJ MINOR	10	27
MAJ MINNICK	11	
MAJ OUDERKIRK	12	
MAJ SULLIVAN	2	23
MAJ TISDALE	6	
CAPT MESSER	17	
CAPT NORDSTROM	30	
CAPT HOOVER	16	

NOTE: All other duty rosters will be furnished by the Wing Adjutant. These rosters were not available at time of publication.

APRIL TNG PLAN
PART III

2. PLANNING MEETINGS:

- a. MEETING - Monthly 60-9
TIME AND PLACE - 1530 - 19 April, Current Operations Briefing Room
TO BE PRESENT - Commander, Director of Operations, Director of Materiel
Special Weapons Officer, Base Munitions Officer, AWC
Representative, Chief Stand Board Section.
PURPOSE - Plan May flying program.
- b. MEETING - Weekly 60-9
TIME AND PLACE - 1500 - 5, 12, 19, 26 April, Current Operations Briefing Room.
TO BE PRESENT - Same as above.
PURPOSE - Plan succeeding weeks flying program.
- c. MEETING - Weekly Operations Officers
TIME AND PLACE - 1430 - 4, 11, 18, 25 April, Director of Operations Office.
TO BE PRESENT - Director of Operations, Chief of Operations & Training, Air Training Officer, Special Weapons Officer, Squadron Operations Officers, Stand Board Representative.
PURPOSE - Review operations problems, and disseminate information of interest.
- d. MEETING - Flying Scheduling Coordinating Meeting
TIME AND PLACE - 1430, 4, 11, 18, 25 April, Operations & Training Office.
TO BE PRESENT - Chief of Operations & Training, Air Training Officer, Special Weapons Officer, Squadron Operations Officer.
PURPOSE - Coordinate Air Refueling Schedule, Review following weeks flying schedule.
- e. MEETING - Weekly Ground Training
TIME AND PLACE - 1500 - 5, 12, 19, 26 April, Operations & Training
TO BE PRESENT - Chief of Operations & Training, Ground Training Officer, Squadron Ground Training Officer.
PURPOSE - Review and coordinate following weeks training schedules.
- f. MEETING - Personal Equipment Review Committee.
TIME AND PLACE - 0900 - 18 April, Current Operations Briefing Room.
TO BE PRESENT - Director of Personnel, Wing Supply Officer, OIC Fabrication (FM), Squadron Personal Equipment Officer, Wing Personal Equipment Officer
PURPOSE - To review Personal Equipment Deficiencies.



HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

307DOT

2 May 1956

SUBJECT: Amendment Number 1 to May Training Plan

TO: See Distribution of Basic Training Plan

1. The following change will be made to 307th Bomb Wing's Training Plan for May.

a. Delete PARA. 4. A. (5), PART II, page 25, and PARA. 5(b), PART II, page 27.

b. A pen and ink notation will be made making reference to this amendment of change to the above paragraphs.

*

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- (5) AQUATIC SURVIVAL: Aquatic Survival Training will commence at 1300 hours on Monday, 7 May 1956, and continue each day until all members of numbered crews have accomplished the prescribed training. The following quotas have been set for each day of training.

7 - 11 May	AND	14 - 17 May	
307AREFS	370BOMRON	371BOMRON	372BOMRON
10	6	6	6

The above noted scheduled and quotas excepts those members of KC-97 crews scheduled for block training in Blocks II, III, IV, and V. Aquatic Survival Training will be included in block training for these crews.

Aquatic Survival classes will be held in the base pool. Individuals concerned will provide their own bathing trunks.

Crew integrity is desired, but not of first consideration.

5.(b) Same as above.

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*

Robert W. Christy
ROBERT W. CHRISTY
Colonel, USAF
Director of Operations

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

307DOT

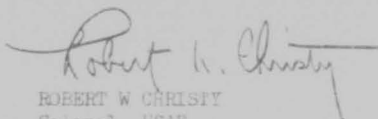
1 May 1956

SUBJECT: May Training Plan

TO: See Distribution

1. 307th Bombardment Wing Training Plan for May is attached.
2. Adherence to the published schedule is imperative to achieve an orderly progression of training. These schedules will be reviewed subsequent to the weekly SAC Regulation 60-9 scheduling meetings. Copies of the weekly schedules called for in SAC Regulation 50-32 will be forwarded to Wing Operations and Training to arrive not later than Saturday for the following week.
3. Each crew will be cognizant of the status of their assigned aircraft at all times, including the progress of repairs or maintenance, condition of component equipment, inspection status, etc. Each observer will keep himself informed of the status of the K set and related equipment in his aircraft including maintenance status, reliability, and running CEA.

1 Incl
May Training Plan


ROBERT W CHRISTY
Colonel, USAF
Director of Operations

MAY TNG PLAN

DISTRIBUTION:

COMDR, 8AF	(5 cys)
COMDR, 818TH ADIV	(2 cys)
COMDR, 307TH BWG	(3 cys)
COMDR, 370TH BOMRON	(5 cys)
COMDR, 371ST BOMRON	(5 cys)
COMDR, 372ND BOMRON	(5 cys)
COMDR, 307TH FLDMAINTRON	(5 cys)
COMDR, 307TH PIMAINTRON	(5 cys)
COMDR, 307TH A&ERON	(5 cys)
COMDR, 307TH HQRON	(5 cys)
COMDR, 307TH AREFS	(5 cys)
DIR. OPS, 307TH BWG	(34 cys)
COMDR, 98TH BWG	(2 cys)
COMDR, DET 10, 9TH WEARON	(1 cy)
1 EA KC-97 AC	(23 cys)
1 EA B-47 AC	(45 cys)
CMaintenance, 307TH BWG	(2 cys)
COPS&TNG, 307TH BWG	(2 cys)
307TH AMSB	(2 cys)
COMDR, 818TH ABGP (AETNG FLT)	(2 cys)

TRAINING PLAN
MAY

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MAY TNG PLAN
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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

MAY TRAINING PLAN PART I

FLYING TRAINING PROGRAM

I. OBJECTIVES:

May is the first month of the SAC Regulation 50-8 quarter. The primary purpose of the flying program will be to complete the upgrading of non-ready crews, and the accomplishment of a minimum of 40% of the requirements of SAC Regulation 50-8. The priorities of flying training are as follows:

a. B-47 TRAINING:

P	ITEMS	HOURS WING	370	371	372	WING
(1)	Requirements of AFR 60-2. Concurrent with other Flying		Concurrent with other flying			
(2)	Higher Headquarters directed missions.	132	9	9	4	22
	(a) Armed Forces day support.	(30)	(1)	(2)	(2)	(5)
	(b) Ferry to depots.	(102)	(8)	(7)	(2)	(17)
(3)	Non-ready crew Training.	80	36	31	32	99
(4)	Ready crew training.	598	25	26	29	80
	Standardization.	(130)	(7)	(5)	(7)	(19)
	SES Preparation and evaluation.	(38)	(6)	(0)	(0)	(6)
	Bombing competition preparation.	(76)	(4)	(4)	(4)	(12)
	Bomber Stream Missions.	(240)	(8)	(8)	(8)	(24)
	OTHER: SAC Regulation 50-8 sorties.	(144)	0	(9)	(10)	(19)
(5)	Staff checkout and proficiency.	90	5	5	5	15
	TOTAL	1400	75	71	70	216
(6)	Ferry and air-craft movement.	As Required.				

MAY TWO PLAN
PART IF ITEMS

(7) Test As Required.

b. KC-97 TRAINING:

<u>F</u>	<u>ITEM</u>	<u>SORTIE</u>	<u>HOURS</u>
(1)	Requirements of AFR 60-2.	Concurrent with other flying	
(2)	Higher Headquarters directed missions.	2	10
(3)	Non-ready Crew Training.	12	60
(4)	Ready Crew Training.	81	480
	AR Sorties.	(70)	(385)
	Pilot Proficiency and Navigation.	(12)	(195)
(5)	Test and ferry.	As Required	As Required
		<hr/> 95	<hr/> 550

c. The sortie breakdown indicated above is that necessary to achieve maximum efficiency of training. While crew and aircraft availability at any one particular time may cause deviation from this, it should be followed as closely as possible.

II. GENERAL

a. This training plan is based on twenty-two (22) flying days. Climatological data for the month indicates the following:

- (1) 0.1 days below instrument minimums.
- (2) 1.2 days of instrument conditions.
- (3) 29.7 days of visual conditions.
- (4) 27.0 days suitable for transitions.

b. Maintenance programming indicates the following flying resources will be available.

	370BOMRON	371BOMRON	372BOMRON	307AREFS
SORTIES	72	72	72	95
HOURS	466	466	467	550

c. Take-offs will be scheduled after 1100 on Mondays and before 1400 on Fridays.

MAY TNG PLAN
PART I

d. The general pattern of flying will be two (2) sorties per week for non-ready crews and one (1) per week for ready crews.

e. Crews will be provided a full working day for mission planning, preparation, target study, and preflight prior to the day of the mission. This will be Friday for Monday missions. Aircrew preflight will start not later than 1400 on the mission planning day.

III. BRIEFING AND CRITIQUE:

a. Each squadron will conduct briefing and critique of each training mission in accordance with SAC Manual 50-12. These will normally be conducted the day prior to and the day after the flight, respectively. The briefing officer will be a specifically designated member of the squadron operations staff. A schedule of these activities will be published in advance. Squadrons may expect members of the Wing Staff to attend and observe the quality of these activities.

IV. REQUIREMENTS:

a. AFR 60-2: The requirements of AFR 60-2 will normally be met concurrent with other flying. AFR 60-2 Requirements charts at Wing will be posted each Saturday. All rated personnel will complete the requirements by 15 June. Particular attention will be given the requirements of paragraph 4b, AFR 60-2 concerning proficiency checks. AC's and Co-pilots on numbered crews, current with respect to standardization have met this requirement. (Reference SAC Regulation 51-4, PARA 5.)

b. Armed Forces Day Support: Two (2) B-47's and two (2) KC-97's will be flown out on Friday 18 May for static display at other bases. Three (3) B-47's and two (2) KC-97's will be used for fly over at Lincoln on 19 May. Details will be published separately. One (1) B-47 and one (1) KC-97 will be on static display at Lincoln AFB. KC-97 aircraft will be furnished by the 307th AREFS, B-47's will be furnished as follows:

	370	371	372
18 May Flyaway	0	1	1
19 May Fly Over	1	1	1
19 May Static Display	1	0	0

c. Ferry to Depot: B-47 aircraft will be ferried to the depot on the dates indicated below. Crews will report to the Wing Operations and Training Section three (3) working days prior to these dates for instructions:

<u>DATE</u>	<u>AIRCRAFT</u>	<u>SQUADRON</u>	<u>DEPOT</u>
1	246	370	Marietta
2	247	371	Marietta
2	058	370	Tulsa
3	248	371	Marietta

MAY TNG PLAN
PART I

<u>DATE</u>	<u>AIRCRAFT</u>	<u>SQUADRON</u>	<u>DEPOT</u>
3	061	371	Tulsa
7	250	371	Marietta
7	064	370	Tulsa
8	066	371	Tulsa
9	251	371	Marietta
9	071	372	Tulsa
10	252	371	Marietta
14	255	370	Marietta
16	256	370	Marietta
18	257	370	Marietta
21	258	372	Marietta

d. Non-Ready Crew Training: Under the provisions of SAC Regulation 50-8 all non-ready B-47 crews will fly a minimum of twenty-five (25) hours and KC-97 non-ready crews thirty (30) hours. They will fly twice a week. Emphasis will be placed on upgrading all IN and IM Crews to non-ready status and N and M crews to ready status. All non-ready crews will complete 40% of the applicable portion of SAC Regulation 50-8 requirements.

e. Ready Crews Training: Ready crew training will be planned to complete 40% of SAC Regulation 50-8 training during May. In accomplishing this training the following will be completed:

- (1) Standardization: The following crews will receive standardization checks during May.

<u>DATE</u>	<u>CREW</u>	<u>DATE</u>	<u>CREW</u>
4-12 May	71, 12, 69	18-26 May	14, 41
11-19 May	16, 73	25-2 June	15, 43

Make up flights are scheduled as follows:

<u>DATE</u>	<u>CREW</u>
2 May	30, 38
4 May	75

MAY TWO PLAN
PART I

- (2) SES Preparation: Crew R-01 will attend evaluation, reporting 14 May. They will not be scheduled for any additional duties prior to that time. Special consideration in scheduling will be given this crew to provide three (3) sorties and any desired trainer time. Secondary crew is R-10.
- (3) Bombing Competition: The following crews have been selected to prepare for the Command bombing competition.

R-01	Herman
R-10	Shaver
R-40	Guy
R-71	Kohlscheen

- (4) Bomber Stream Missions: (DATE ROLL) Four (4) bomber stream night mass refueling missions will be flown during May. These will be designed to accomplish SAC Regulation 50-8 requirements for Ready Crews. Dates are:

Mission	7	11	22	24
Briefing	4	10	21	21
Critique	8	14	26	26

Each bomb squadron will schedule two (2) ready crews for each mission. Crews will be scheduled for one (1) DATE ROLL mission per quarter. The Refueling squadron will schedule six (6) crews plus one (1) ground spare. Cell leaders will brief on tactics and air refueling procedures at the specialized briefings. B-47 Cells are as follows:

DATE	7	11	22	24
B-47 LEAD	R-65	R-30	R-36	R-70
2	R-67	R-34	R-37	R-66
3	R-31	R-04	R-61	R-08
4	R-35	R-06	R-66	R-16
5	R-01	R-67	R-05	R-32
6	R-10	R-68	R-12	R-39

MAY TNG PLAN
PART I

f. Staff Checkouts: Squadrons will provide aircraft and instructors to check out staff personnel in accordance with the following schedule:

WING STAFF FLYING SCHEDULE

370TH FURNISH					
AIRCRAFT ON:	2ND	9TH	15TH	22ND	28TH
INSTRUCTOR:	MAJOR	CAPTAIN	MAJOR	MAJOR	CAPTAIN
	QUDEFIAIK	PEERLES	REMMELE	REMMELE	PEERLES
	COLONEL	COLONEL	MAJOR	LT/COL	LT/COL
	CHRISTY	CHRISTY	WEBB	SMITH	IANNACITO
STAFF A/C's		LT/COL	MAJOR	CAPTAIN	MAJOR
		AENCHACHER	TISDALE	MESSER	HERRIDGE

371ST FURNISH					
AIRCRAFT ON:	30 APR	8 MAY	16TH	23RD	28TH
INSTRUCTOR:	MAJOR	MAJOR	CAPTAIN	CAPTAIN	CAPTAIN
	SULLIVAN	REMMELE	DARDEN	POPE	POPE
	COLONEL	LT/COL	COLONEL	COLONEL	LT/COL
	HARDIN	IANNACITO	CHRISTY	CONLAN	JOHNS
STAFF A/C's	MAJOR	MAJOR	(ST. ED)	MAJOR	MAJOR
	MINOR	HERRIDGE	AENCHACHER	MINOR	LALLY

372ND FURNISH					
AIRCRAFT ON:	2ND	9TH	16TH	24TH	31ST
INSTRUCTOR:	CAPTAIN	CAPTAIN	MAJOR	CAPTAIN	MAJOR
	BOUDREAUX	BOUDREAUX	REMMELE	HULL	HOLDEN
	MAJOR	COLONEL	COLONEL	MAJOR	LT/COL
	WEBB	CONLAN	HARDIN	WEBB	SMITH
STAFF A/C's	MAJOR	MAJOR	MAJOR	MAJOR	CAPTAIN
	TISDALE	MINOR	MINOR	TISDALE	MESSER

- (1) Each staff A/C will report to the squadron furnishing the aircraft, the day before he is scheduled to fly. At this time the squadron operations officer will brief the mission (assisted by the scheduled instructor) following which, staff A/C's will plan their mission.
- (2) Aircraft and instructor resources will not allow staff A/C's to fly with the same squadron or instructor on each mission. Therefore, it will be necessary for each A/C to check his training folder prior to each mission and brief his instructor on his "to go" 51-19 Check-out requirements. (SAC Regulation 51-19, Supplement XIII, PARA 6,a,(3),(4).
- (3) Any staff A/C who cannot meet his schedule will make every effort to provide the squadron furnishing the aircraft with the name of another staff A/C who will fly that schedule.

MAY TWO PLAN
PART I

	DATES TO FLY	COMPLETE SOLO CHECK ON LAST MISSION
COL HARDIN	30 - 31	YES
COL CHRISTY	2 - 9 - 15	YES
COL CONLAN	9 - 23	YES
LT/COL SMITH	22 - 31	
LT/COL AENCHBACHER	4 - 16	YES
LT/COL JONES	28	
LT/COL IANAGITO	2 - 28	YES
MAJOR MINOR	9 - 14 - 23	
MAJOR HERRIDGE	8 - 28	YES
MAJOR WEBB	2 - 15 - 24	YES
MAJOR TISDALE	2 - 15 - 24	YES
MAJOR LALLY	28	
MAJOR DOROTHY		
CAPTAIN MESSER	22 - 31	
CAPTAIN HUSBAND		

g. The following minimum training activities will be completed by each crew.

(1) B-47 Crews:

ITEM	READY B-47	NON-READY B-47
Radar RFS Runs	2	7
Direct Aiming	1	2
Offset, Glass IIIA Target	1	2
Fixed Angle	1	1
Optional	1	2
GPI	1	-
Mach .81	1	2

MAY TNG PLAN
PART I

ITEM	READY B-47	NON-READY B-47
Evasive Action	1	1
IBDA W/HI JINKS	1	-
RBS Visual Attacks	1	2
Radar attack camera scored	1	1
IBDA W/HI JINKS	1	1
Visual attack, .81 MACH, Camera scored	1	1
Visual release, .81 MACH	1	2
Night Celestial legs	1	2
Day Celestial legs	1	1
Celestial grid navigation legs	1	1
Radar grid navigation legs	1	1
Pressure pattern navigation legs	1	1
Night Mass AR to inflight gross weight using multiple cell rendezvous, twenty (20) minute contact, fifty (50) minutes from start of descent to end refueling.	1	0
Night refueling to maximum inflight gross weight	1	0
Day or Night refueling to optional gross weight with twenty (20) minutes in contact position	0	0
Refueling from one tanker, forty (40) minutes in contact position	0	2
Refueling to 190000#	0	1
Dry Contacts, five (5) minutes (AC)	2	2
(CP)	1	1
Radar rendezvous total	1	2
In darkness	1	1
W/12/76	1	1
Gunnery Fire Out	1	1
Fighter attack	1	1

MAY TNG PLAN
PART I

ITEM	READY B-47	NON-READY B-47
Formation		
Hours above 30000'	1	1
Hours below 10000'	1	1
Pilot Proficiency mission	1	1
Go arounds on reduced number of engines	1	2
Take-offs and landings	2	3
Co-pilot take-offs and landings	1	0
ILS	1	3
GCA	1	3
LF range orientation and approach	1	3
PPT Approach	1	1
Gyro out approach	1	1
Airborne radar approach	1	1
Depressurized flight (combat position)	1	2
Emergency procedure drills	1	2
Strike reports	2	0
Night cell tactics missions	1	0
Air Weapons mission	1	0
Water take-off	1	0
Flying Hours	20	25

(2) KC-97 Crews:

	Combat Ready KC-97	Non-Ready KC-97
Flying Hours	20	30
Air Refueling DAY	1	20 (wet or dry)
NIGHT	1	2
In radio silence	1	-

MAY TNG PLAN
PART I

ITEM	Combat Ready KC-97	Non-Ready KC-97
Radar rendezvous	3	3
Multiple rendezvous pattern	1	1
12/76	1	1
Day celestial legs	1	1
Night celestial legs	1	1
Radar legs	1	1
Pressure pattern legs (SCR 718 only)	1	1
Loran legs	1	1
Celestial legs	1	1
Pilot proficiency mission	1	1
Go around reduced engines (AC)	1	1
(CP)	1	1
Take-off and landings (AC)	1	1
(CP)	1	1
GCA or ILS (AC)	1	1
(CP)	1	1
Gyro out approach (AC)	1	1
(CP)	1	1
LF range approach (AC)	1	1
(CP)	1	1
Airborne radar approach	1	1
EWP Actual loading	-	-
Precomputations	3	3
Emergency procedure drills		
Simulated Bail out	1	1
Simulated ditching	1	1
Simulated crash landing	1	1
Maximum passenger load		
Simulated crash landing	1	1
Passenger emergency briefing	1	1

MAY TNG PLAN
PART I

ITEM	Combat Ready KC-97	Non-Ready KC-97
Cell mission (3) hour minimum		
DAY	0	1
NIGHT	1	1

MAY TNG PLAN
PART I270BOMRON - CREW SCHEDULE - MAY

	1	2	3	4	7	8	9	10	11
RO1 HERMAN	F		EWP	SW	F		MP	F	MP
RO2 SULLIVAN	MP	F	LEAVE	-	-	-	-	-	-
RO3 KOUDSI	G	G	MP	F	EWP	MP	F	G	MP
RO4 PEEBLES	MP	F	G	EWP	MP	F	G	MP	F
RO5 MCCRARY	LEAVE-	-	-	-	-	-	-	-	-
RO6 CROOK	FERRY -	G	G	FERRY -	G	SW	EWP		
RO8 BROOKS	G	FERRY -	G	BLOCK TRAINING	-	-			
RO9 CHAPPELLE	EWP	MP	F	EWP	LEAVE	-	-	-	-
R10 SHAVER	MP	F	EWP	MP	F	G	MP	F	G
R11 BIGGS	BLOCK TRAINING	-	EWP	G	G	CHUCK	-		
N12 DANCE	G	MP	F	G	STANDBOARD	-	-	-	
IN13 CLARK	F	G	MP	F	F	G	MP	F	MP
N14 MILLS	G	MP	F	G	MP	F	G	MP	F
IN15 TRUDEAU	F	G	MP	F	MP	F	MP	F	MP
N16 ECHELBERGER	G	MP	F	G	MP	F	SW	SW	SW

MAY TUG PLAN
PART I370808080N - CREW SCHEDULE - MAY

14	15	16	17	18	21	22	23	24	25	28	29	31
F		SES	-	-	-	-	-	-	-	-	-	-
LEAVE	-	-			EWP	MP	F				MP	F
F	G	G	SW	MP	BLOCK	-	-	-	-	F	G	G
BLOCK	-	-	-	-	MP	F	G	MP	F	G	MP	F
TN	-	-	-	TN	MP	F	G	SW EWP	G	G	G	G
FERRY	-	G	G	FERRY	G	G	FERRY	-	G	BLOCK	-	-
EWP	MP	F	G	MP	F	G	MP	F	G	G	MP	F
LEAVE	-	-	-	-	-	-	-	-	-	-	-	-
G	MP	F	G	MP	F	G	MP	F	G	G	MP	F
WAGON	-	-	MP	F	G	MP	F	G	G	MP	F	SW
G	G	FERRY	-	G	MP	F	G	MP	F	EWP	EWP	EWP
F	G	MP	F	MP	F	G	G	MP	F	G	MP	F
MP	F	SW	SW	SW	STANDBOARD	-	-	-	-	F	G	G
F	G	MP	F	G	G	MP	F	G	STANDBOARD	-	-	-
STANDBOARD	-	-	-	F	G	MP	F	G	MP	F	G	G

MAY TNG PLAN
PART I371BOMRON - CREW SCHEDULE - MAY

	1	2	3	4	7	8	9	10	11
R30 POPE	MP	F	SW	G	EWP	EWP	G	MP	F
R31 AMES	EWP	EWP	DUTY - CREW	F	MP	F	G	G	
R32 MATTICK	BLOCK TRAINING			-	MP	FERRY -	CHUCK -		
R33 WEBBER	G	G	G	G	G	G	G	G	G
R34 HOOVER	MP	F	MP	F	MP	F	EWP	MP	F
R35 HALL	EWP	FERRY -		MP	F	G	G	SW	G
R36 DARDEN		MP	F		LEAVE -	-	-	-	-
R37 BIFFORD	STEAD -	-	-	-	-	-	-	-	-
R38 BOWLING	MP	F	MP	F	BLOCK -	-	-	-	-
R39 HUFFMAN	LEAVE -	-	-	-	EWP	EWP	DUTY -	CREW	
R40 GUY	F	MP	FERRY	-	MP	F	MP	FERRY -	
N41 PETERSON	F	MP	FERRY	-	G	MP	F	SW	SW
N42 HIBDON	SW	SW	MP	F	G	MP	F	MP	F
N43 WILLIAMS	G	MP	F	G	FERRY -	MP	F	G	
IN45 BEHAN	G	G	MP	F	G	G	FERRY -	G	

MAY TNG PLAN
PART I371BOMBON - CREW SCHEDULE - MAY

14	15	16	17	18	21	22	23	24	25	28	29	31
BLOCK TRAINING			-	-	DUTY	-	-	-	CREW	G	MP	F
G	G	G	MP	F	BLOCK TRAINING					G	MP	F
WAGON	-	-	MP	F	EWP	G	MP	F	MP	F	MP	F
DUTY	CREW	-	-	G	G	G	G	G	G	G	G	G
	MP	F				F AOB	F AC		F			
STEAD	-	-	-	-	-	-	-	-	-	-	-	-
F					MP	F		EWP			F	
MP	F	EWP	G	G	MP	F	G	MP	F	BLOCK TRAINING		
LEAVE	-	-	-	-	-	-	-	-	-	EWP	DUTY CREW	
F	G	G	G	MP	F	G	MP	F	G	G	MP	F
EWP	MP	F	G	G	LEAVE		-	-	-	-	-	-
F	G	MP	F	STANDBOARD	-		-	-	-	MP	F	G
MP	F	G	MP	F	F	MP	F	MP	F	MP	F	G
MP	F	G	MP	F	MP	F	MP	F	STANDBOARD	-	-	
G	G	MP	F	MP	F	MP	F	MP	F	MP	F	G

MAY TNG PLAN
PART I372BOMRON - CREW SCHEDULE - MAY

	1	2	3	4	7	8	9	10	11
R60 NORDSTROM	SES	SES	MP	F			F		F
R61 HOLDEN									
R62 HULL	F	G	G	G	G	MP	F	G	MP
R65 BOUDREAUX	G	G	SW	MP	F	G	G	EWP	EWP
R66 GIEKER	G	G	MP	F	BLOCK	-	-	-	-
R67 MANN	G	MP	F	MP	F	EWP	G	MP	F
R68 PHILLIPS	BLOCK	-	-	-	MP	F	EWP	MP	F
R69 WHEELER	MP	F	EWP	STANDBOARD	-	-	-	-	-
R70 MORRISON	STEAD	-	-	-	EWP	G	MP	F	G
R71 KOHLSCHEN	STANDBOARD	-	-	-	-	-	G	SW	MP
N73 TERRY	F	MP	F	G	MP	F	MP	F	STAND-
N74 REILLY	F	MP	F	G	MP	F	G	MP	F
R75 DODGE	EWP	EWP	MP	F	STEAD	-	-	-	-
IN76 HORNER	TDY	-	-	-	-	-	-	-	-
IN77 HELLER	G	MP	F	MP	F	G	MP	F	MP

MAY TNG PLAN
PART I372BOMBROD - CREW SCHEDULE - MAY

14	15	16	17	18	21	22	23	24	25	28	29	31
LEAVE	-	-	-	-	-	-	-	-	-	EWP	MP	F
		F		F	MP	F		MP	F		EWP	
F	G	MP	F	G	G	MP	F	G	G	MP	F	EWP
G	MP	F	G	MP	F	G	G	MP	F	BLOCK TRAINING		
MP	F	G	MP	F	MP	F	MP	F	EWP	MP	F	SW
BLOCK TRAINING			-	-	D	MP	F	G	MP	F	G	MP
G	G	MP	F	G	G	MP	F	G	MP	F	G	MP
G	G	G	G	G	G	G	G	MP	F	EWP	MP	F
MP	F	G	SW	MP	F	G	MP	F	G	MP	F	G
F	EWP	G	G	FERRY-FERRY-		G	MP	F		BLOCK TRAINING		
STANDBOARD	-	-	-		BLOCK TRAINING		-	-	EWP	EWP	EWP	
MP	F	MP	F	MP	MP	G	MP	F	MP	F	MP	F
STEAD	-	-	-	-	-	-	-	-	-	-	MP	F
TDY	-	-	-	-	-	-	-	-	-	-	-	-
F	MP	F	MP	F	MP	F	G	MP	F	MP	F	MP

MAY TNG PLAN
PART I307TH AIR REFUELING - CREW-SCHEDULE - MAY

	1	2	3	4	7	8	9	10	11
T-25	MP	F	G	G	MP	F	G	G	EWP
T-13	F	G	MP	F	EWP	G	MP	F	G
T-11	LEAVE	-	-	-	-	-	-	-	-
T-22	G	G	G	EWP	F	G	MP	F	EWP
T-10	F	G	MP	F	G	G	G	EWP	G
T-23	STANDBOARD	-	-	G	MP	F	EWP	G	
T-09	F	G	G	MP	F	G	G	G	G
T-24	G	G	G	G	EWP	MP	F	MP	F
T-17	F	MP	F	G	EWP	G	G	G	G
T-01	G	G	EWP	G	G	EWP	G	G	G
T-14	MP	F	G	EWP	BLOCK TRAINING		MP	F	
T-19	G	EWP	F	G	LEAVE	-	-	-	-
T-05	BLOCK TNG	F	G	STANDBOARD	-	-	-	-	
T-06	G	G	G	G	MP	F	G	MP	F
T-03	BLOCK TNG	G	MP	F	G	MP	F	EWP	
T-20	LV	F	EWP	G	BLOCK TRAINING		F	G	
T-04	MP	F	G	G	G	EWP	G	TDY	TDY
T-12	EWP	MP	F	EWP	MP	F	G	TDY	TDY
T-18	G	MP	F	G	MP	F	G	EWP	MP
T-08	LEAVE	-	-	MP	F	EWP	G	MP	
T-07	G	G	MP	F	G	MP	F	G	EWP

MAY TNG PLAN
PART I307TH AIR REFUELING - CREW-SCHEDULE - MAY

14	15	16	17	18	21	22	23	24	25	28	29	31
G	MP	F	G	EWP	MP	F	G	MP	F	BLOCK TRAINING		
BLOCK TRAINING			G	EWP	G	G	G	G	G	MP	F	G
LEAVE -			-	EWP	G	BLOCK TRAINING			EWP	MP	F	MP
MP	F	G	MP	F	F	G	G	G	MP	F	G	G
MP	F	G	G	G	G	G	MP	F	G	MP	F	EWP
MP	F	G	MP	F	BLOCK TRAINING			G	G	MP	F	EWP
MP	F	G	G	MP	F	G	MP	F	G	MP	F	EWP
F	G	MP	F	EWP	G	G	G	G	G	BLOCK TRAINING		
BLOCK TRAINING			F	MP	F	MP	F	G	G	EWP	G	G
G	G	G	G	G	MP	F	MP	F	G	G	G	G
G	MP	F	G	EWP	STANDBOARD			-	-	-	G	G
LEAVE -			-	-	-	-	-	-	-	F	EWP	F
G	G	MP	F	G	MP	F	G	MP	F	EWP	G	G
G	MP	F	G	G	MP	F	EWP	G	EWP	G	G	G
F	G	EWP	LEAVE -			-	-	-	-	-	-	-
STANDBOARD			-	-	-	F	G	G	EWP	G	G	G
TDY	-	-	-	-	G	G	G	G	EWP	G	MP	F
TDY	-	-	-	-	G	MP	F	MP	F	F	G	G
F	G	MP	F	G	G	G	EWP	G	G	G	MP	F
F	G	MP	F	G	MP	F	G	G	EWP	F	MP	F
F	G	G	EWP	F	G	MP	F	G	G	G	G	G

MAY TNG PLAN
PART IFLYING--SCHEDULE

	<u>370BOMRON</u>	<u>371BOMRON</u>	<u>372BOMRON</u>	<u>307AREFS</u>
1	01, 06, 13, 15	40, 41	62, 70, 73, 74	13, 10, 09, 17
2	02, 04, 08, 10	30, 34, 35, 38	69, 71, 5X, 5X	25, 23, 14, 20, 04
3	09, 12, 14, 16	36, 40, 41, 43	67, 73, 74, 77	17, 19, 05, 12, 18
4	03, 13, 15	34, 38, 42, 45	60, 66, 71, 75	13, 10, 23, 07
7	01, 10, 13	31, 35, 43	65, 67, 77	22, 09, 03
8	04, 14, 15, 16	32, 40	68, 71, 73, 74	25, 06, 12, 18, 08
9	03, 12	31, 41, 42, 45	60, 62, 75	23, 24, 05, 07
10	01, 10, 13, 15	43	70, 73, 77	13, 22, 03, 20
11	04, 14	30, 34, 42	60, 67, 68, 74	24, 14, 05, 06
14	01, 03, 13, 15	36, 39, 41	62, 71, 77	24, 03, 18, 08, 07
15	14	37, 42, 43	66, 70, 74	22, 10, 23, 09
16	08, 10, 12, 16	34, 40	61, 65, 77	25, 14, 06, 20
17	13, 15	41, 45	62, 68, 74, 75	24, 17, 05, 18, 08
18	06, 11, 16	31, 32, 42, 43	61, 66, 71, 77	22, 23, 20, 07
19	ARMED	FORCES	DAY	1956
21	08, 10, 13, 16	39, 42, 45	65, 70, 71, 74	22, 09, 17, 20
22	04, 05, 12	36, 37, 43	61, 66, 77	25, 01, 05, 06, 08
23	02, 06, 11, 15, 14	41, 42, 45	62, 67, 68	17, 14, 12, 07
24	08, 10, 16	32, 39, 43	70, 71, 74	10, 09, 01,
25	04, 12, 13, 14	34, 37, 41, 42 45	61, 66, 69, 77	25, 14, 05, 12
28	03, 14	32	67, 68, 74	11, 22, 19, 12, 08
29	11, 16	36, 41, 42, 45	62, 66, 70, 77	13, 10, 23, 09
31	02, 04, 08, 10, 13	30, 31, 32, 39	60, 69, 74, 75	19, 04, 18, 08

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM
Lincoln Air Force Base, Nebraska

MAY TRAINING PLAN PART II

PART II. GROUND TRAINING:

1. Ground Training Priorities for May are:

a. B-47 Aircrew:

- (1) Instrument Ground School.
- (2) HI Jinks Ground Training.
- (3) TDY Commitments.
- (4) SAC Regulation 51-19 Training.
- (5) SAC Regulation 50-24 Training.
- (6) Training on new equipment.
- (7) Other.

b. KC-97 Aircrew:

- (1) Instrument Ground School.
- (2) TDY Commitments.
- (3) SAC Regulation 50-24 Training.
- (4) Other.

c. Non-Aircrew Training:

- (1) TDY Commitments.
- (2) MD - 3 Training.
- (3) Other training on new equipment.
- (4) DD Form 781 training.
- (5) Other.

2. MONTHLY MEETINGS: - 12 MAY 1956:

a. AIRMEN:

- (1) Character Guidance 0800 - Service Club

MAY TNG PLAN
PART II

- (2) Commander's Call - 0845 - Service Club.
- (3) Security Lecture - 0915 - Service Club.

b. NOO'S

- (1) Character Guidance - 0800 - Chapel
- (2) Commander's Call - 0845 - Service Club
- (3) Security Lecture - 0915 - Service Club

c. OFFICERS:

- (1) Survival under Fall-out Conditions - 0745 Wing Briefing Room, (All B-47 Crews) Rosters of those who attended in April have been furnished to squadrons by Wing Intelligence.
- (2) Character Guidance - 0900 - Chapel (All Officers)
- (3) Commander's Call - 0930 - Chapel (All Officers)

d. FLYING SAFETY:

- (1) B-47 and KC-97 AC and P's - 1030 - Officers Club
- (2) B-47 and KC-97 Observers - 1030 - 307th Briefing Room

e. MOBILITY: All squadron commanders will brief their respective squadrons on mobility on the 26th of May. Time and place at the commander's discretion.

3. RECORDS: Training accomplished will be recorded on individual Ground Training Record, SAC Form 293 (SAC Regulation 50-24.)

4. B-47 AIRCREW TRAINING:

A. READY CREWS:

- (1) Block Training: Phase II Block Training of SAC Regulation 50-24 will begin 30 April and last through August 1956. A new block will start each Monday during May and June. The B-47 block training course will last five (5) and one half days (Monday thru Saturday noon.) Crews designated for this training will be placed on Division Special Orders TDY to Base Training Flight for this period of training. Crews or crew members will not be withdrawn from this training without approval of the Division Director of Operations.

This training will start at 0830 on Mondays and at 0810 every other day. Crews will report to Building #1230, Room #33 on Monday at 0830.

MAY TNG PLAN
PART II

Schedule is as follows:

Block I - 30 April thru 5 May Crews R-11, R-32, R-68
 Block II - 7 May thru 12 May Crews R-08, R-38, R-66
 Block III - 14 May thru 19 May Crews R-04, R-30, R-67
 Block IV - 21 May thru 26 May Crews R-03, R-31, R-73
 Block V - 28 May thru 2 June Crews R-06, R-37, R-65, R-71

(2) EWP TRAINING:

Crews are scheduled for EWP as indicated below. Report to wing Plans at 0800 in the morning and at 1300 in the afternoon.

DATES	MORNINGS	CREWS	AFTERNOONS
1 May	09, 31, 75		09, 31, 75
2 May	31, 75		31, 75
3 May	03, 69		69
4 May	04, 09		09
7 May	03, 30, 39		11, 30, 39, 70
8 May	30, 39		30, 39, 67
9 May	34, 39		68
10 May	65		65
11 May	06, 65		65
12 May	08, 40		71
13 May			37, 36
16 May	02, 32		66
21 May			05
23 May	30		12, 69, 73
24 May	12, 38, 60, 69, 73		12, 73
28 May	12, 73		
29 May	12, 73		
31 May			

MAY TNG PLAN
PART II

- (3) INFLIGHT MAINTENANCE: Each ready crew observer is required by SAC Regulation 10-21 to receive two (2) hours of inflight maintenance training each month. Observers may be scheduled on Mondays, Wednesdays and Fridays at 0830 throughout the month of May. Meeting place is Tech Rep's Office in Building #16.
- (4) ELECTRONIC COUNTERMEASURES: In addition to the above listed SAC Regulation 10-21 training, ECM training has been scheduled for those ready crews which have not received this training. Schedules are as follows:

- (a) Two (2) hours indoctrination (0900 on dates indicated in Building #1230, Room #16.)

DATES	CREWS
1 May	R48(AC), R33(AC-P), R34(AC-OBS), R36(OBS), R65(P-OBS), R66, R67
4 May	R35, R42(AC-OBS)
8 May	R70
14 May	R31(P-OBS), R43
17 May	R39
18 May	R40(AC-OBS), R63(AC)
25 May	R41(AC-OBS), R65(P-OBS)

- (b) Four (4) hours of ECM equipment and capabilities (1300 on dates indicated in Building #1230, Room #16.)

DATES	CREWS
1 May	R39(AC-OBS), R41(P-OBS), R34(AC-OBS), R36(OBS), R41(P-OBS), R65(P-OBS), R67, R66
4 May	R35, R42(AC-OBS)
8 May	R70
14 May	R33(AC), R31(P-OBS), R68
17 May	R39
18 May	R40(AC-OBS), R69(AC-P), R65(AC)
25 May	R41(AC-OBS), R65(P-OBS)

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- (5) AQUATIC SURVIVAL: This training is required by SAC Regulation 50-24 and will be started as soon as the pool is ready. Estimated time of completion of the pool is 15 May. Details will be announced later.

(6) SPECIAL WEAPONS:

- (a) Special Weapons Academic: This course is scheduled within block training.
- (b) Flight Line Exercise: Ready crews are required one (1) exercise per training phase. Crews scheduled below will report to Building #1472 at 0900 on dates indicated.

DATES	CREWS
3 May	R30, R65
10 May	R06, R35, R71
17 May	R03, R70
24 May	R05
31 May	R11, R66

- (c) Simulator Training: (UDT) SAC Regulation 50-24 requires that each combat ready crew receive three (3) hours of simulator training each phase (four (4) months.) Each squadron may schedule one (1) crew each day except for 24 May. Crews will report to Building #1472 at 0830 hours.

B. NON-READY CREWS:

- (1) Types of training: All non-ready crew training will be done in accordance with SAC Regulation 51-19. This training includes Special Weapons, Electronic Countermeasures, Inflight Maintenance, and Judo.

(2) Special Weapons:

- (a) Basic Academic Course; Crews will report to Building #1472 at 0810 on dates indicated.

DATES	CREWS
9 - 10 - 11 May	N-16, N-41
16 - 17 - 18 May	N-14

MAY TNG PLAN
PART II

(b) Flight Line Exercise: Non-ready crews may be scheduled for this training on any of the following dates; 3, 10, 17, 24 or 31 May.

(c) Simulator Training (UDT) - Non-ready crews may be scheduled for this training on any day except 24 May.

(3) Electronic Countermeasures:

(a) Two (2) hours indoctrination (0900 on dates indicated in Building #1230, Room 16.)

DATES	CREWS
1 May	N77(OBS)
4 May	N73

(b) Four (4) hours of ECM equipment (1300 on dates indicated in Building #1230, Room #16.)

DATES	CREWS
1 May	N77(OBS)
4 May	N73

(4) Inflight Maintenance - Each non-ready crew observer is required to receive two (2) hours of inflight maintenance a month. Observers may be scheduled on Mondays, Wednesdays and Fridays at 0830 throughout the month of May. Meeting place is Tech Rep's Office in Building #966.

(5) Judo:

(a) Availability of time for judo has greatly increased for the month of May. This is because KC-97 crews no longer require this training. All times listed below are for completing the basic fifteen (15) hour course as required by SAC Regulation #1-19. Filler personnel may be scheduled for this training before they are put on a numbered crew.

(b) Commencing 30 April 1956 all classes will be given in sequence on specific days. Lessons 1, 2, and 3 will be given on Mondays, lessons 4, 5, and 6 on Tuesdays, lessons 7, 8, and 9 on Wednesdays etc.

(c) Available classes are as follows:

Mondays - 0845, 1015 and 1315
 Tuesdays - 0845, 1015, 1315 and 1445
 Wednesdays - 0845, 1015, and 1315
 Thursdays - 0845, 1015 and 1315
 Fridays - 0845, 1015 and 1315

MAY TNG PLAN
PART II5. KC-97 AIRCREW TRAINING:READY CREWS:

a. Block Training - Phase II Block Training of SAC Reg 50-24 will begin 30 April and last through August 1956. A new block will start each Monday during May and June. The KC-97 block training course will last for three (3) days (Monday through Wednesday). Crews designated for this training will be placed on Division Special Orders TDY to Base Training Flight for this period of training. Crews or crew members will not be withdrawn from this training without approval of the Division Director of Operations. Crews will report, in Class A or B uniform, to Building #1230, Room #33 on Monday at 0830. Schedule is as follows:

Block I - 30 April thru 2 May - Crews T-3, T-5

Block II - 7 May thru 9 May - Crews T-14, T-20

Block III - 14 May thru 16 May - Crews T-13, T-17

Block IV - 21 May thru 23 May - Crews T-11, T-23

Block V - 28 May thru 31 May - Crews T-24, T-25

(b) Aquatic Survival - This training is required by SAC Regulation 50-24 and will be started as soon as the base pool is ready. Estimated time of completion of the pool is 15 May. Details will be announced later.

6. TDY SCHOOLS:

a. Those handled by Directorate of Operations:

(1) Survival:

	371	372	HQBON
8 May		PUMFORD PALMQUIST LAWSON	
15 May	HALL FRANK HILL		
29 May			FRANCIS

(2) O. Q. Ranger:

	370	371	372
14 May	CODEC	MACK	THOMAS
23 May	MERKEL	FREEMAN	GILSTRAP

MAY TNG PLAN
PART II

(3) Altitude Chamber (Refresher Two (2) days)

	370	371	372	307AREFS
23 May	1	1	1	3

(4) Altitude Chamber (Basic Three (3) days)

	370	371	372	AREFS	FM	PM	A&E
2 May	1	1	1	3	2	1	1
16 May	2	2	2	1	1	1	1

(5) Special Weapons Delivery Course:

14 May - MCCRARY, SMITH, GRONBERG

(6) SES

14 May - Crew R-01 - HERMAN

(7) Chuckwagon VI - 10 - 16 May (On Base)

R-11 Biggs R-32 Mattick

b. Those handled by Directorate of Personnel:

(1) Advanced Survival Training Course Number 140000:

Class starting date 8 May 1956, Class 56M

Captain Pimford
Captain Palmquist
Lt Lawson

Class starting date 15 May 1956, Class 56N

Captain Hall
Lt Hill
Lt Frank

Class starting date 29 May 1956, Class 56O

Captain Francis

(2) Radar Equipment Air Maintenance Upgrading Course

152003 class starting 6 May 1956

Captain Allen

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- (3) Special Delivery Course 12005, class starting date
14 May 1956.

Captain McCrary
Captain Gronberg
Lt Smith
- (4) Commander's Management Maintenance Course, class starting
7 May 1956.

Lt/ Colonel Richard
- (5) Commander's Radar Bomb Familiarization Course, 152001
Class starting 6 May 1956.

Lt/Colonel Smith
- (6) Phase II Observer Upgrading Course, class starting 10 May
1956.

Captain Simcoe.
- (7) The following school quotas were allocated this organization:
 - (a) 2-30150C to AA30170 (Abn Radar Maint Tech) Scott AFB, Ill.
 - (b) 2-30151A to AA30171-12 (A/C Elect Nav Equip Tech) Keesler
AFB, Miss.
 - (c) 4-30153A to AA30173 (Elect Countermeasures Maint Tech)
1-30153B Keesler AFB, Miss.
 - (d) 1-30151A to AA30171 (Acft Elect Nav Equip Maint Tech)
Keesler AFB, Miss.
 - (e) 1-23151E to SS43151E-9 (B-52 Specd Tng Package Course)
2-43151B Chanute AFB, Ill.
1-43171B
 - (f) 1-43151B to AA43171D (Acft Maint Tech Jet Eng Type Acft)
Sheppard AFB, Texas.
 - (h) 3-42350 to SS42350-11 (B-52 Acft Elect Repmn) Chanute
AFB, Ill.
 - (i) 2-43250 to AA43270 (Jet Eng Tech) Sheppard AFB, Texas.
 - (j) 2-43251 to AA43271 (Recip Eng Tech) Sheppard AFB, Texas.
 - (k) 4-43371 to KC-97 Maint Fam Course, Smoky Hill AFB, Kansas.
 - (l) 1-53450 to SS53450-4 (Acft Corrosion Control) Amarillo AFB,
Texas.
 - (m) 1-64151 to AA64173 (Organ Supply Supv) F. E. Warren AFB, Wyo.

MAY TNG PLAN
PART II

(8) There are two (2) Master Sergeants presently attending 8th AF NCO Academy who are scheduled to Graduate during May 1956.

(9) Five (5) Staff Sergeants and/or Airmen First Class are scheduled to attend Base Leadership School starting 25 April 1956.

7. MAINTENANCE TRAINING:

a. MD-3 Ground Power Unit - An operators course for the MD-3 power unit will start 1 May and continue until all operators have been checked out. Schedule is as follows:

SUBJECT: MD-3 Power Unit.

TIME AND PLACE: 0800 at B-47 MTD (Bldg 1480)

1300 at 307th FLDMAINT Ground Power Section

DATES: Each Monday through Friday until all operators are check out.

DURATION: Six (6) hours (one time requirement)

QUOTAS:	370	371	372	307FM	307PM	307A&E
	2	2	2	2	2	2

b. DD Form 781 - A course on the DD Form 781 will be conducted three (3) times during the month of May. This course is designed for flight chiefs, crew chiefs and assistant crew chiefs of the four tactical squadrons. Schedule is as follows:

SUBJECT: DD Form 781

TIME AND PLACE: 0800 in the Wing Briefing Room (Bldg #1032)

DATES: 5, 19 and 26 May.

DURATION: Four (4) hours (one time requirement)

QUOTAS: From each tactical squadron one-third of the eligible personnel for each class.

MAY TNG PLAN
PART II8. SYNTHETIC TRAINER SCHEDULE:C-11- TRAINER SCHEDULES(TWO HOUR BLOCKS)

	*1-2-3-4-May	5 May	*7-8-9-10-11 May	12 May
0800		372		371
1000		370		372
1130	372		371	
1330	370		372	
1530	371		370	
1730	372		371	
	*14-15-16-17-18 May	*21-22-23-24-25 May	*28-29-31 May	
0830	371	370	372	
1030	372	371	370	
1230	370	372	371	
1430	371	370	372	
1430	372	371	370	

*NOTE: Wing Standboard has the following C-11 periods which are not indicated in the above schedule.

1 May 1330	7 May 1330 + 1530
8 May 1330 + 1530	14 May 1230 + 1430
15 May 1230 + 1430	21 May 1230 + 1430
22 May 1230 + 1430	28 May 0830, 1030, 1230, 1430 one period

Each AC and Co-pilot will complete two (2) letdowns, one in the ninety (90) days starting 1 April 1956, on each of the following fields; Goose Bay, Loring, Harmon, Lakenheath, Sidi Slamane, Upper Heyford. In addition each pilot will study Radio Facility Chart Europe, and be completely familiar with pages 25, 29, 31, 31B, 31D, 63, 63B and 77.

MAY TNG PLAN
PART IIP-3 TRAINER

a. This trainer is available to 307th Air Refueling on Mondays, Wednesdays, and Fridays from 0830 to 1230 hours.

b. Each KC-97 AC and Pilot will complete two (2) letdowns, one in the ninety days starting 1 April 1956 on each of the following fields; Goose Bay, Loring, Harmon, Lakenheath, Sidi Slamane, Thule, Upper Heyford, Keflavik and Greenham Common. In addition each pilot will study Radio Facility Chart Europe, and be completely familiar with pages 25, 29, 31, 31B, 31D, 63, 63B and 77.

ULTRASONIC (Two Hour Blocks)

	<u>1-4 May</u>	<u>7-11 May</u>	<u>14-18 May</u>	<u>21-25 May</u>	<u>28-31 May</u>
1230	370	372	371	370	372
1430	371	370	372	371	370

S-6 SIMULATOR

	<u>1-4 May</u>	<u>*8-11 May</u>	<u>16-18 May</u>	<u>23-25 May</u>	<u>31 May</u>
0530	370	372	371	370	372
0830	371	370	372	371	370

*NOTE: Wing Standboard has the 0530 and the 0830 periods on the following dates: 7, 14, 15, 21, 22, 28, 29 May plus the 1430 period on 8 May. The 0830 period is not available on 8 May.

T1A - TRAINER SCHEDULES

	<u>1-4 May</u>	<u>*7-11 May</u>	<u>*14-18 May</u>	<u>*21-25 May</u>	<u>*28-31 May</u>
1230	370	371	372	370	371
1330	372	370	371	372	370
1430	371	372	370	371	372
1530	370	371	372	370	371

*NOTE: Wing Standboard has T1A from 1330 to 1530 (a two (2) hour block) on the following dates: 7, 14, 21, 28 May. These blocks of time are not indicated in the above schedule.

MAY TNG PLAN
PART II9. INSTRUMENT TRAINING:

a. The individuals listed below have instrument cards which expire before 30 June. These cards will be renewed before their birthday which falls sometime in the next sixty (60) days.

370	371	372	307AREFS
CHRISTY	FRANK	HERRIDGE	BERGER
BRZYWCZY	BIBO	HULL	BERGGREN
SULLIVAN	BIFFORD	MIDDLETON	BULLOCK
JOHNSON	WOODRUFF	NORDSTROM	CONNERS
STRUEMLER		PARKS	LONG
ECHECLEARGER		PHILIPS	LUCAS
			MAXWELL
			SCHWESINGER
			SHEFFER
			THURLOW
			WESTERMAN
			VEILUVA

b. This requirement includes:

- (1) Six (6) hours link trainer (C-11 or P-3)
- (2) A physical examination
- (3) Review of Form 5
- (4) Attend instrument school
- (5) Flight check

The above listed requirements must be completed prior to each pilot's birthday.

c. Instrument School schedule for May is as follows:

7 - 8 May

21 - 22 May

10. ARMS QUALIFICATION:

a. SAC Regulation 50-24 Annex I requires that all non-flying air-men receive arms qualification training annually. This excepts those whose basic weapon is the handgun i. e., those assigned to carry or accompany classified material, etc.

b. The base firing range will be available starting the 7th of May every morning Monday through Friday. The following schedule has been arranged.

	7 May	8 May	9 May	10 May	11 May
0800	HQRON	AREFS	HOSP	372	A&E
0900	370	FM	A&E	AREFS	FM
1000	FM	PM	FM	FM	HQRON
1100	A&E	A&E	371	A&E	370

MAY TNG PLAN
PART II

	14 May	15 May	16 May	17 May	18 May
0800	371	FM	370	FM	AREFS
0900	372	A&E	FM	PM	FM
1000	A&E	HOSP	A&E	A&E	PM
1100	FM	FM	AREFS	HQRON	A&E

	21 May	22 May	23 May	24 May	25 May
0800	HQRON	AREFS	372	HOSP	A&E
0900	AREFS	FM	HQRON	AREFS	370
1000	FM	A&E	370	HQRON	371
1100	A&E	371	PM	FM	FM

NOTE: The above noted times are firing times. Care should be exercised to insure that personnel are at the range and ready to fire at the time scheduled.

c. A quota of not less than twenty (20) nor more than forty (40) is required at each of the above noted periods. If a squadron completes its requirement and has scheduled periods remaining please notify Wing Operations and Training immediately (Phone EXT: 8036)

d. The individual squadrons will arrange transportation and furnish carbines and ammunition. Request each squadron designate one (1) NCO to be in charge of their personnel each training period (including to and from the range.)

MAY TNG PLAN
PART IIIPART III. GENERAL:1. A. AIRDROME OFFICER: - 1 - 15 May - 307th Air Refueling SquadronB. TOWER OFFICER: - 370TH BOMRON - May 4, 10, 16, 22, and 28 May

371ST BOMRON - May 5, 11, 17, 23, and 29 May

372ND BOMRON - May 6, 12, 18, 24, and 30 May

NOTE: Tower Officer will report to Base Operations thirty minutes prior to tower duty for briefing on Air Division Regulation 55-5.

C. SENIOR FLYING SUPERVISOR: - The officers listed will serve on the dates indicated or arrange a suitable substitute:

LT COL IANNACITO	MAY 8	MAY 30
LT COL JOHNS	10	31
MAJ BURFORD	11	
MAJ DOROTHY	15	
MAJ HERMAN	21	
MAJ HERRIDGE	16	
MAJ MINOR	17	
MAJ MINNICK	1	18
MAJ OUDERKIRK	2	22
MAJ SULLIVAN	3	28
MAJ TISDALE	4	23
CAPT MESSER	9	24
CAPT NORDSTROM	7	25
CAPT HOOVER	14	29

MAY TNG PLAN
PART IIID. OFFICER OF THE DAY:

BIAETT, VERNON J. CAPT	370	May 1
HASBROUCK, CHARLES D. 1/LT	HQ 307	2
GOETZ, FRANK M. CAPT	HQ 307	3
JONES, WILLIAM H. CAPT	HQ 307	4
BERKOVITZ, MARTIN. CAPT	HQ 307	5
FRANCIS, BILL F. CAPT	371	6
SIMMONS, HARRY N. JR. 1/LT	HQ 307	7
ZESTER, NORMAN. CAPT	307 PM	8
ATKINSON, EARL O. CAPT	307 A&E	9
SEWARDS, EARLAND L. CAPT	HQ 307	10
BODENHAUSEN, MAX G. 2/LT	370	ALT

E. COURTESY PATROL:

KELLY, JAMES H. MAJ	HQ 307	May 1
SAMUELSON, DALE L. MAJ	307 A&E	2
SHULGIN, LEO A. MAJ	370	3
ROTTER, GERALD, D. MAJ	HQ 307	4
SHILLING, DONALD B. MAJ	HQ 307	7
SIMMONS, HARRY N. JR. 1/LT	372	8
MEALKA, JOHN MAJ	372	9

MAY TNG PLAN
PART III

2. PLANNING MEETINGS:

A. MEETING - Monthly 60-9

TIME AND PLACE: - 1530 - 21 May Current Operations Briefing Room

TO BE PRESENT: - Commander, Director of Operations, Director of Materiel, Special Weapons Officer, Base Munitions Officer, AGE Representative, Chief of Stand Board Section.

PURPOSE: - Plan June Flying Program

B. MEETING - Weekly 60-9

TIME AND PLACE: - 1500 - 3, 10, 17, 24, and 31 May - Current Operations Briefing Room

TO BE PRESENT - Same as above (Monthly 60-9)

PURPOSE: - Plan succeeding week's flying program.

C. MEETING - Weekly Operations Officers

TIME AND PLACE: - 1330 - 2, 9, 16, 23, and 29 May - Director of Operations Office

TO BE PRESENT : - Director of Operations, Chief of Operations and Training, Air Training Officer, Special Weapons Officer, Squadron Operations Officers, Standboard Representative.

PURPOSE: - Review Operations Problems and Disseminate Pertinent Information

D. MEETING - Flying Schedule Coordination Meeting

TIME AND PLACE: - 1430 - 2, 9, 16, 23, and 29 May - Operations and Training Office

TO BE PRESENT: - Chief of Operations and Training, Air Training Officer, Special Weapons Officer, Squadron Operations Officers.

PURPOSE: Coordinate Air Refueling schedule, review succeeding week's flying schedule

MAY TNG PLAN
PART III

E. MEETING - Weekly Ground Training

TIME AND PLACE: - 1500 - 4, 11, 18, and 25 May - Wing Operations and Training

TO BE PRESENT: - Chief of Operations and Training, Ground Training Officer, Squadron Ground Training Officer

PURPOSE: - Review and coordinate following week's training schedule

F. MEETING - Personal Equipment Review Committee

TIME AND PLACE: - 0900 - 16 May - Current Operations Briefing Room

TO BE PRESENT: - Director of Operations, Wing Supply Officer, OIC Fabrication (FM), Squadron Personal Equipment Officer

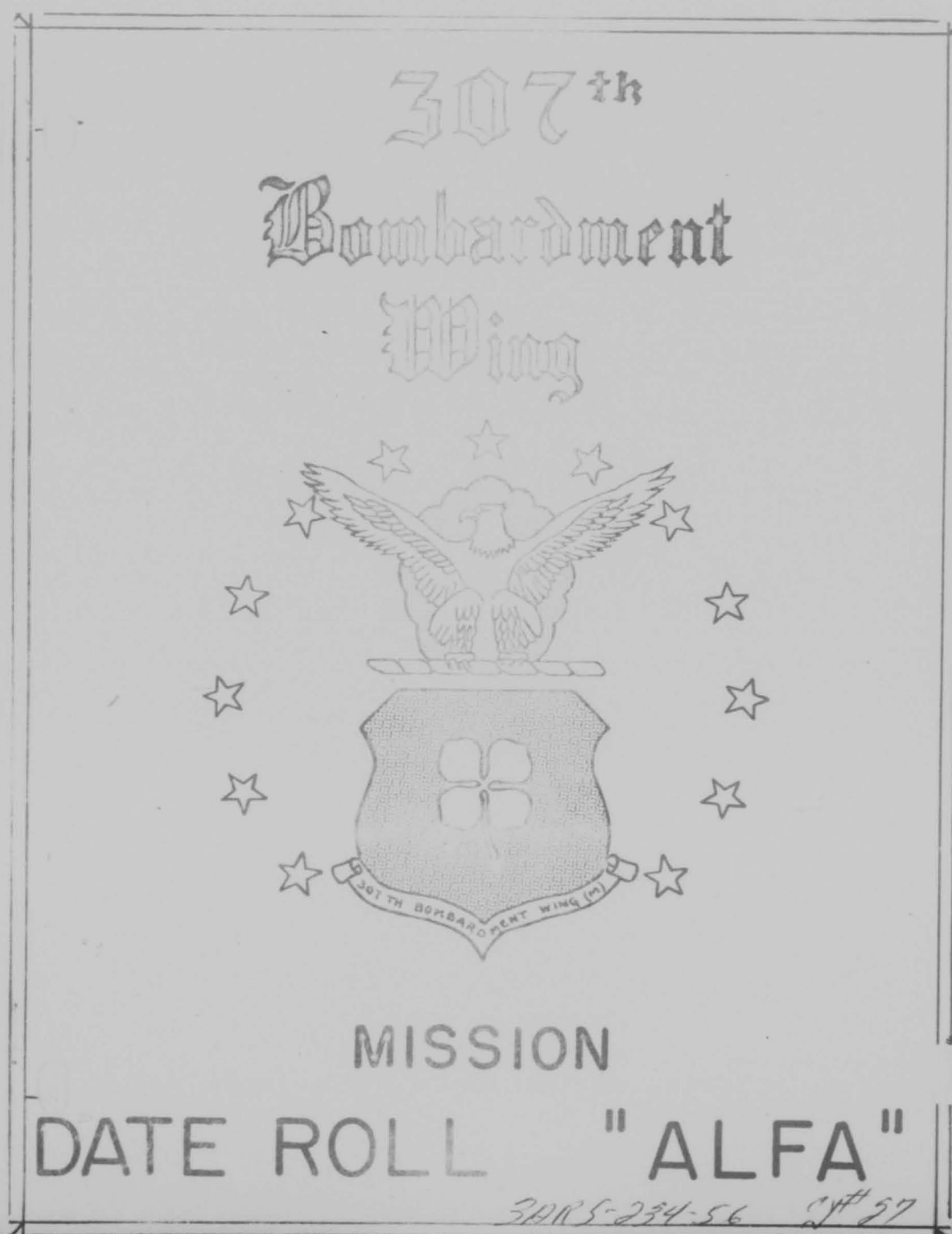
PURPOSE: - To review Personal Equipment Deficiencies

G. MEETING - Standardization Review and Programming

TIME AND PLACE: - 1300 - 15 May - Control Room

TO BE PRESENT: - Wing Commander, Dir Ops, Chief of Operations and Training, Stand Board Member, Squadron Operations Officers

PURPOSE: - To Review Standardization Program and follow up activities on Stand Board Reports.



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THIS IS OPERATION "DATE ROLL ALPHA"1. GENERAL SITUATION

a. The requirement exists to conduct a night mass air refueling and bomber stream mission. X DAY is 26 April 1956. Unclassified nickname is "DATE ROLL ALPHA".

2. MISSION: To refuel six B-47 aircraft from the 307th Bombardment Wing, 818th Air Division, Lincoln Air Force Base Nebraska.

3. GENERAL INSTRUCTIONS: Applicable portions of SAC Manual 55-12, "Air Operations (Peace Time)", SAC Manual 55-10 "Tactical Doctrine Air Refueling", and SAC Manual 100-1, "Communications/Rendezvous Procedures For Air Refueling", will apply.

AIRPLANE COMMANDER AND NAVIGATOR FLINBY1. GENERAL

a. Take off will be accomplished with a three minute interval between aircraft.

b. Refueling will be accomplished as a pre-strike mass air refueling in accordance with SAC Manual 55-10. Quick rise type of formation.

c. Refueling B-47 type aircraft from Lincoln AFB (Call Sign ROCKY). Tanker take-off and return to Lincoln AFB.

d. Communications in accordance with SAC Manual 100-1, C/R PLAN DORIS ZI, will apply.

e. Rendezvous at Iowa City VOR down.

f. Off load 40,000 pounds RADIO SILENCE.

g. Unclassified nickname is "DATE ROLL ALPHA".

h. X-Day is 26 April 1956.

i. Crew report three hours before take-off and mission briefing upstairs at Base Operations two hours before take-off.

2. ROUTE*

	TC	VAR	ALT	TAS	DIST	TIME	ELAPSED
						RTTO :02	TIME
LAFB							
HEATRICE	180	-9 $\frac{1}{2}$	Base	196	33	:10	:12
41-48N 93-07W	060	-9 $\frac{1}{2}$	15M	202	190	:53	1:05
ORBIT	105/285-7			220		:30	1:35
RENDEZ POINT	105	-6		240	67	:17	1:52
END REFUELING	105	-4		250	142	:36	2:28

* Crews will file individual Form DD 175's for return route in order to accomplish a navigation requirement. This leg will insure 6:00 hours flying time per aircraft.

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3. ALTERNATE AIR BASES:

Enroute

Time

a. Forbes AFB, Kansas 0:40

b. Offutt AFB, Nebraska 0:15

c. Whiteman AFB, Missouri ... 1:05

4. EMERGENCY AIR FIELDS:

a. Des Moines, Iowa

b. Chanute AFB, Illinois

5. SPARE AIRCRAFT:

a. No airborne spares are authorized for this operation.

b. Two ground spares will preflight and stand by on Rocky Frequency for possible utilization in the cell formation.

6. REPORTS TO ROCKY CONTROL:

a. Report aircraft status at least one hour prior to take-off.

b. Contact control after take-off.

c. Cell leader will relay off load report to Rocky Control when within 100 nautical miles of Lincoln.

RADIO OPERATOR FLMSY

1. Communications procedures will be in accordance with CEI's, ACP's and JANAP's, appropriate regulations and letters, radio facility charts and supplementary flight information documents, as modified herein.

2. Recognition procedures will be in accordance with ACP-156 and 158 as indicated in the rear cover of the AFSAL.

3. IFF will be operated "MODE 2 NORMAL" by the formation leader and any aircraft flying separately. All others in formation will show MODE 2 STANDBY.

4. Authentication will be in accordance with AFSAL 5104 ().

5. Emergency procedures will be in accordance with ACP 130, 135, and current radio facility charts.

6. Security will be safeguarded in accordance with ACP-122, AF Reg 205-1, and SACCEI.

7. All Radio Operators will be prepared to produce the following charts:

LINCOLN AL-232-RNG

OFFUTT AL-544-ADF (See Omaha)

WHITEMAN AL-496-ADF (See Knobnoster)

FORBES AL-424-RNG (See Topeka)

DES MOINES AL-117-RNG

GENERAL MITCHELL AL-262-RNG-

(See Milwaukee)

TRAUAX AL-245-RNG (See Madison)

Others as required

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8. Procedure COCA will apply. M-19 reports will be submitted by the lead aircraft only. All other operators will monitor only. Thirty (30) minute T-18 reports will be submitted by the weather scout while in the refueling area. T-11 report will be submitted by the lead operator as soon after end-refueling is practicable. First words of the text of all reports will be "ZIPPO, DATE ROLL ALPHA".

9. Frequencies are as follows:

BEACON 2-2

RENDEZVOUS TANKER: T5-R7
RECEIVER: T7-R5

UHF INITIAL CONTACT: 291.9
PRIMARY REFUELING: 291.9

VHF BACKUP: 121.5 MCS (Receiver will acknowledge by turning off his rendezvous equipment momentarily)

H/F BACKUP: 4731.5 KCS

10. Call signs in Air/Air communications will be as follows:

RECEIVERS: ROCKY RED LEADER, TWO, THREE, FOUR

TANKERS: RUNNER DORIS LEADER, TWO, THREE, FOUR

11. Receiver tactical call sign, ETA's, and intentions of unrefueled receivers will be obtained for use in required reports.

12. Format of the T-11 Report is as follows:

ANDREWS DE RUNNER _____ -67 K (K) T-TRADE BRAVO - BREAK - BREAK -

ZIPPO - DATE ROLL ALPHA

A - ALFA - RUNNER DORIS

B - BRAVO - RUNNER DATE ROLL ALPHA

C - CHARLIE - SIX ROCKY

D - DELTA - ESTIMATING (PLACE) (TIME) Z

E - ECHO - NEGATIVE (Or receivers not refueled and intentions if known)

13. Format of the T-19 Report is as follows:

ANDREWS DE RUNNER _____ -67 K (K) T - TRADE BRAVO - BREAK - ZIPPO
HOME RUN FOUR AIRCRAFT _____ N _____ W
_____ Z _____ THOUSAND FEET
_____ DEGREES SPEED _____ K. (Tactical
call sign of tanker and intentions if abort
occurs in flight).

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OPERATION DATE ROLL ALPHA

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<u>Position</u>	<u>Procedure</u>	<u>Time (Z)</u>	<u>Altitude</u>	<u>Aircraft Commander</u>	<u>Tanker Call Sign</u>	<u>Receiver Call Sign</u>	<u>UHF Initial</u>	<u>UHF Primary</u>	<u>VHF Tanker</u>	<u>Miscellaneous</u>
Leader	Pre-Target Doris (Z)		15,000		Runner Doris(Ldr)	Rocky Red	291.9	291.9	121.5	
#2			15,000		#2	#2	291.9	291.9	121.5	
#3			16,000		#3	#3	291.9	291.9	121.5	
#4			16,500		#4	#4	291.9	291.9	121.5	
#5			17,000		#5	#5	291.9	291.9	121.5	
#6			17,500		#6	#6	291.9	291.9	121.5	
Spare							291.9	291.9	121.5	
Spare							291.9	291.9	121.5	

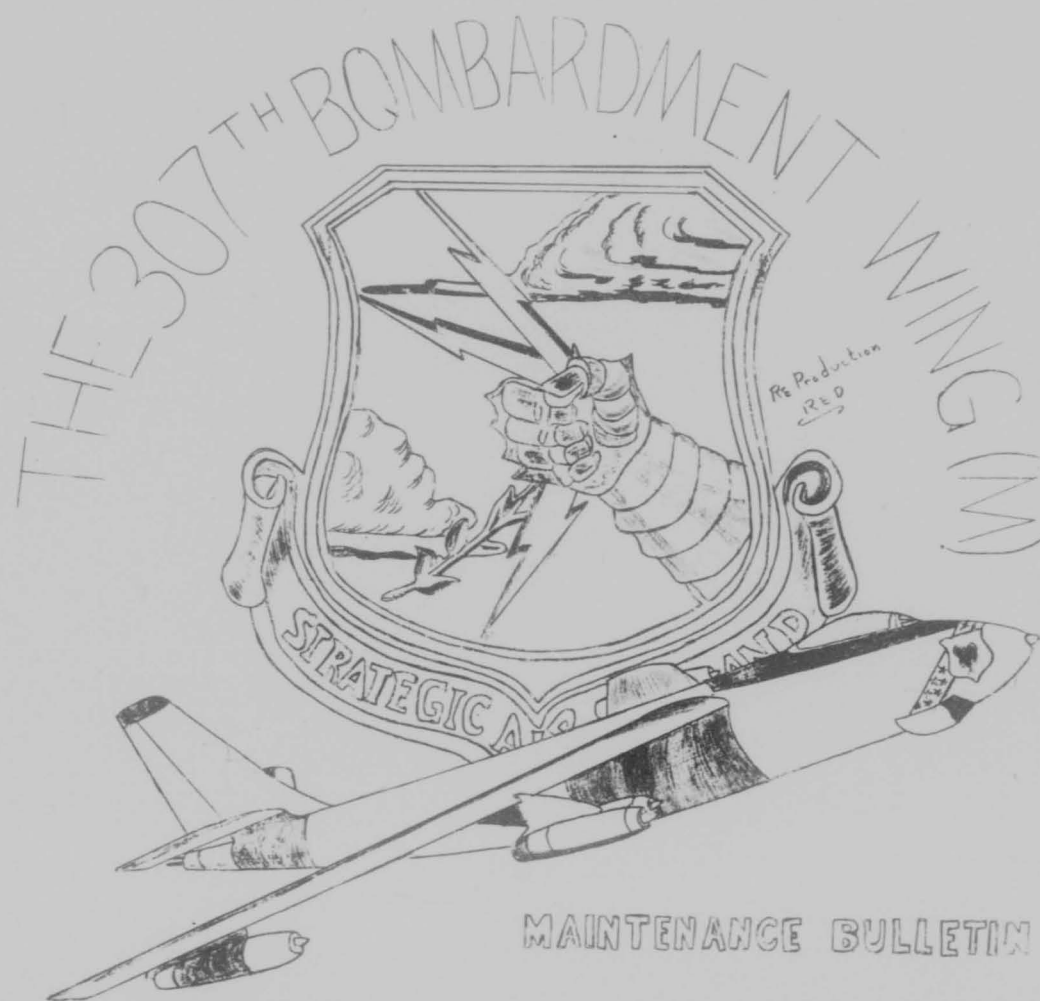
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AT Forms
Approved 1-2-2003FLIGHT RECORD



Lincoln A. F. B., Nebraska

ISSUE # 2

VOL # 1 APRIL 1956

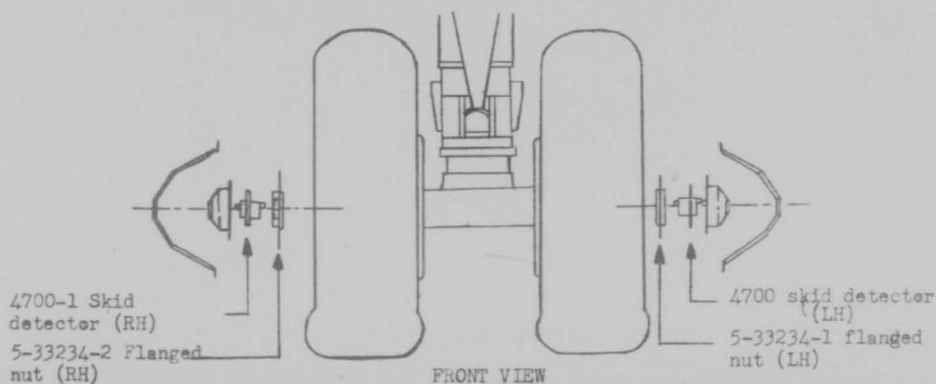
The 307th Maintenance Bulletin is now out for it's second debut and it is apparent that the success or failure depends on all of you. We wish to thank all concerned who have given their time and articles for it's success and anticipate your ideas and articles to add to it each month. The format attached is for your ideas and we solicit any and all items of interest to yourself and the Wing.

Due to the limited number of copies produced it is requested that you pass it on to your buddy so he can get a laugh, some new or even old information. The Bulletin is not a directive but an informal paper so lets keep it in production with your contributions.

ANTI SKID DETECTOR INSTALLATION

At a SAC Base recently the anti-skid components of the aft gear were installed on opposite sides as outlined in T.O. 1B-47B-2. As can be expected, there was enough breaking power to stop 10 elephants on a dime from a mad stampede, but unfortunately this was not the purpose. The aft tires, wheels and gear underwent severe damage and an accident had to be investigated.

ANTI-SKID DETECTOR INSTALLATION - AFT-MAIN GEAR



The arrows on the anti-skid system are put there for a purpose and the T.O. is for those people who are in doubt. The arrows show the direction of rotation and are to be plainly seen on the units.

Let's not have an investigation conducted on an accident of this nature in the 307th Bomb Wing. (M/Sgt R.M. Shannon) MQC.



(Reproduced from Maintenance Review)

PRODUCT IMPROVEMENT PROGRAM

The Product Improvement Program established by T.O. 00-35D-54 is beginning to take shape as the cooperation of the Wing Organizations improves.

The U.R. Control Office has already emphasized the importance of improving on our aircraft and their associate equipment by timely submission and quantity of AFTO forms 33, 33A, and 787-1's.

In order for a greater improvement YOU can do your end by stopping a few seconds and filling in a failure report form.

Sgt Tucker of the 307th Bomb Wing U.R. Control has attempted to attain a goal of some 2000 reports monthly and since December of 1955 the number has steadily increased from 324 to the total of 1460 for the month of March 1956.

The 307th Armament & Electronics Squadron has been the leaders all the way and to further our goal it will need your assistance.

PRODUCT IMPROVEMENT PROGRAM (*continued)

This Table of Analysis will show the Who's Who of the Wing. We realize the squadrons cannot equal the Quantity of the A&E Squadron, but your goal is set a long way up the ladder and if you will take a look at your 781-2's, you will see many man hours expended on items that require re-adjustment, replacement or are not operating satisfactorily. These are the items on which you need the submission of Failure Reports.

<u>SQUADRON</u>	<u>DEC</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>
*307ABE	173	445	773	1149
307FM	14	72	25	52
307PM	0	115	130	42
307ARS	N/A	36	17	41
370BS	7	21	32	19
371BS	56	73	111	92
372BS	71	111	96	64

*AFTO Form 787-1

Since December there have been a Total of 33 UR's submitted which were of a Safety of Flight nature.

It is recommended by the PIP office that more emphasis be placed on the correct procedure for completing these Forms.

- a. Print all information plainly and do not mutilate forms.
- b. Accuracy for each block as directed by T.O. 00-35D-54.
- c. Timely submission of no later than 2 days from date of failure.
- d. Read Wing Maintenance Policy 66-5-1, dated 14 March 56.

A recent incident reported to this PIP Office was a great loss of man hours due to equipment failure. A Crew Chief had to change and ground check eight (8) Fuel Boost Pumps before one was found to be satisfactory. In each case the ground check showed the drain seal to be defective. So far to date the Failure Reports on these Boost Pumps have almost equaled a change a day, as reported. It is evident that some type of corrective action is necessary, so let's not let a failed pump get by without a Form 33. (M/Sgt Tucker UR Control)

* * * * *

SEAT OF THE TROUBLE B-47

Events so minor as to seem almost insignificant can be extremely important in the service life of an airplane. A cause in point is the possible concentration of heat when the sun shines through the transparent canopy of the B-47.

Sunrays can become concentrated while passing through the plastic antenna support blocks attached to the canopy, thus creating a magnifying effect. In several cases, the concentrated beam has been directed onto either the pilots or copilots seat cushion. The result has been either total or partial destruction of the cushion by fire.

To eliminate this hazard, a change has been approved, with retrofit to be accomplished by compliance with a technical order. This change provides for the sanding of all plastic canopy attachments, excluding cemented surfaces. This sanding tends to diffuse the sunrays, thereby eliminating a potential fire hazard.

T.O. 1B-47A-6 revised 15 March 1956 has some good poop for crew chiefs and assistants, quote " After each water-alcohol takeoff (engines having water-alcohol rate of 650 lb/min) inspect compressor inlet visually for stator vane and rotor blade interference or damage."

This revision did away with about umpteen man hours on engine inspections after water-alcohol take-off's, so it is believed that smart crew chiefs and their assistants will follow the new revision or find themselves back to the old way of pulling the cans every so often with many harsh ~~xx~~##0 ?? words spoken during the process. (M/Sgt R.M. Shannon MQC)

PREVENTION OF FROZEN BRAKE CHUTE DOORS B-47

Accumulation of ice in the brake chute door hinges can result in a malfunction of the doors when the brake chute is deployed. The ice forms as a result of condensation as the airplane ascends to high altitudes.

Early revisions to the applicable Maintenance Instructions handbooks will incorporate the following procedure to prevent this accumulation of ice:

PREVENTION OF PARACHUTE CHUTE DOORS B-47 (continued)
 "...Brush a light coat of of MIL-L7870A general purpose, low temperature lubricating oil into the hinges prior to each brake chute installation. Wipe off all excess oil on the exterior and interior of the airplane.."



I'M THE EQUIPMENT, I'M SITTING HERE
 GATHERING DUST WHILE AIRMAN LOOSE SCREW
 GOES ON HIS WAY TO FIX AN AIRCRAFT
USE TEST EQUIPMENT

1576

TEST EQUIPMENT

Elsewhere in this issue is a cartoon on test equipment. We wish we could say that this cartoon was just a wild dream but we know that every day, there is some mechanic going out to twenty or thirty thousand dollars worth of finely engineered equipment and deciding on it's performance with no help but a screw-driver. The A & E Squadron probably has the most test equipment but the birds we work on are not simple and every man on the line should use the test equipment, whether it is a \$ 20 torque wrench or a \$3000 Radar ranging set. There once was a time when you could look her over, count the engines, kick the tires and fire up. That day is long past. The U.S. Air Force has close to three million dollars tied up in a B-47 and a great deal of that cash is invested in complicated gadgets.

The proper use of test equipment is important business. Whenever the Air Force invests in a piece of machinery, it also tries to get the test equipment that will tell whether or not the particular piece of machinery is working right. The test equipment is designed to be as easy to operate and foolproof as possible. In some cases, the test equipment has to be complex because the equipment is that way. Once you learn how to use it you will be surprised at how simple the process is. You will also find that you can get a malfunction fixed quicker and better because the test equipment has given a clear and definite indication of just what the malfunction was. Give it a chance..... In the long run..... It will pay off. (T/Sgt Ulrich)

The following Technical Publications have been revised and are required entries on the 8th AF Form 25 for re-reading to all personnel applicable.

1B-47A-6 Revised 15 March 1956, Have your inspection Cards been changed to incorporate this new information?

1B-47B-2 New Basic dated 1 March 1956, which cannot officially be utilized on any of our aircraft assigned. Until receipt of T.O. 1B-47E-2 series 1 through 13 we will have to utilize the old 1B-47B-2 for all "E" series aircraft.

the following listed T.O.'s are Wing Base Maintenance and are Form 25 entries.

1B-47-856	1B-47-867 interim
1B-47-858	1B-47-879 "
1B-47-863 interim	42A2-1-9A supplement T.O.

An optimist is a fellow who takes the cold water thrown on his ideals, heats it with enthusiasm, makes steam and pushes ahead.



"DON'T LOSE YOUR HEAD"

Recently, during a routine test of the A-5 Gunlaying System on the B-47, a mechanic walked into the tail turret area. The A-5 Specialist in the Co-Pilot's

"DON'T LOSE YOUR HEAD" (continued)

seat, not knowing of his presence there, swung the turret downward, just missing the mechanic. As most of us know, the Turret moves fast, and serious injury could result if a person is hit by the guns.

This incident has been reported to the Ground Safety Office and further action will be taken to prevent more such occurrences of this nature. Until then, treat the Tail Turret area with respect and caution at all times. Check that the A-5 System is off and that nobody "upstairs" is operating it.

MAINTENANCE TIPS

Overfilling the engine oil tank on the KC-97F and KC-97G airplanes during normal ground servicing or during inflight replenishing may result in collapse of the turbo oil tank which is located in each main engine oil tank. If the engine oil tank is filled when large quantities of oil have been swallowed by the engine, subsequent oil scavenging may exceed the reserve capacity of the tank and cause high internal tank pressure.

Attention all KC-97F operating and maintenance personnel! On KC-97F airplanes, AF Serial No. 51-243 and on, it is important to pull the propeller reversing circuit breakers when the engines are not running. This action will prevent inadvertent continuous energizing of the propeller "increase pitch" or "decrease pitch" solenoids if the throttles are moved into the reverse pitch range when power is on the airplane. These solenoids are designed for intermittent duty only. As a reminder, a decal is placed next to the magneto switches on the overhead panel. The decal reads: CAUTION: WHEN ENGINE IS OFF, PULL PROPELLER REVERSING CIRCUIT BREAKERS.

It has been noticed on several occasions that the grounding of aircraft has not been in accordance with T.O. 36A-1-4 paragraph 2f. The following paragraph should be complied with due to the high volatility of JP-4. In general, grounding several points on an aircraft, will not be any more effective than grounding one point. Exceptions would be instances where oil or grease in the bearings of landing gear assemblies forms an insulating film between landing gear and fuselage or where the aircraft external surface includes large non-metallic, non-conductive areas which may retain charges of static electricity.

NOTICE *****NOTICE ***** NOTICE ***** NOTICE

An emergency U.R. has been submitted on two of the right aft auxiliary boost pump drain cocks. Recommend that each of you investigate on each pre-flight for fuel draining into the radio compartment containing the ARC-27 Xmitter and the ANA-25 UHF homing device. It is an inflight safety factor.

QUESTION BOX

1. Why will corrosion appear on the leading edge and the side panels of the vertical fin of the B-47 even when the airplane has been only in fair weather?
2. What is the purpose of the extra cable with the square plug on the C-26 external power cart?
3. How much misalignment is permissible between the left and right elevators on KC-97 airplanes?
4. On what engines should the MAS53-12-5 bolt on the throttle control bell-crank be installed with the head down?
5. Approximately how many inches of the shock strut piston are visible when the strut is fully bottomed? a. forward main gear; b. aft main gear; c. outrigger strut;

answers will be found on page of this Bulletin



ENGINE CHOO - CHOO

With summer coming on we can look forward to our old friend "engine Choo - choo" returning.

Choo choo is usually experienced in the warmer seasons of the year during engine start and run-up. It is most likely to occur below 75% per cent RPM but it can happen up to 100% RPM.

Choo choo is caused by rapid changes in engine thrust brought about by unstable fuel flow to the engine combustion chambers. It has been reduced significantly in the past year by the installation of anti-surge lines. Occasionally choo - choo is inaudible, in which case it can be identified by erratic fuel pressure gage or flowmeter fluctuations that at times embrace the entire indication range of the gages affected.

Several procedures can be used to eliminate the choo-choo on the ground: (1) draining the old-type accumulator (anti-surge line) prior to flight; (2) installing an accumulator on engines not so equipped; (3) by selecting ME on affected engines or pulling the MAIN FUEL CONTROL circuit breakers; and (4) changing fuel system components.

QUESTION BOX ANSWERS

1. Oddly enough, the "fair weather" is responsible for the corrosion. The Sunlight can cause decomposition of the neoprene-base "rain coat" on the leading edge of the fin cap. The decomposition forms an acidic, water-soluble material which is washed down onto the aluminum fin by dew, fog, or light rain and result in corrosion of the aluminum. This acidic material can cause discoloration of the copper bonding strip on the leading edge of the fin cap. Discoloration can be removed from the copper strip with a very fine abrasive paper or cloth. Corrosion of the aluminum of the vertical fin can be removed by the method described in the article "Care of Aircraft Exterior - B-47" in Boeing Field Service News Issue 159. The article also presents a procedure for inhibiting further corrosion.

2. The cable with the square plug is used in starting other types of jet airplane engines and cannot be used with the B-47 airplane. If the cable with the square plug is connected to the B-47 airplane, there will be no current flow because the extra cable should be used with a split bus starting system, which the B-47 does not use. The square plug is incorporated on C-26 power carts with AF serial Numbers 51-35-333 and on.

Power carts with lower serial numbers have only two external d-c power cables, both of which must be plugged in on the B-47 for regulated-voltage ground starting. The two oval plugs on the revised cart are used in the same manner as the two on the earlier cart. With either cart being used, the current limiter selector switch on the power cart must be placed in the 2100-ampere position when starting engines on the B-47 airplanes.

3. The installation drawing on the elevator allows one degree. This dimension is most easily measured with a bubble protractor.

4. Engines number 3 and 5. This will provide sufficient clearance between the bolt and the AN624-16D150 fuel line and will preclude possible abrasion of the fuel line.

5. Maintenance personnel are not always aware of the fact that approximately 2-1/2 inches of piston in the forward landing gear shock strut is visible when the strut is bottomed. This lack of understanding could result in needless loss of time or damage to the strut if ground personnel should believe that some foreign object had become lodged in the upper cylinder of the strut so as to prevent the strut from bottoming when it is deflated for servicing. Such a belief could lead to complete disassembly of a normally functioning strut.

The 2-1/2 inches of piston visible after the forward strut has been deflated is considerably more than the amount which is visible on the aft main or outrigger struts. Only 1/16 inch is visible on the aft main strut and only 3/8 inch on the outrigger struts (not including the area visible through the slots in the spanner nut.)

PREHISTORIC TORQUING

Back in the stone age, OG the Neanderthal Man had only his two hairy hands for tools, plus what help he may have gotten from his prehensile toes and strong back. He had to rely on brute strength alone. Then one day GOG, another primitive man with a slightly weaker back, got tired of being bossed around by OG the strong man. GOG, discovered that by jamming a rock into the cleft of a stick he could bash OG's skull from a safe distance with less effort. . . and the hammer was born! Well, to para-phrase a bit tune, from the rock came the hammer, from the stick came the lever, and for GOG a wonderful time.

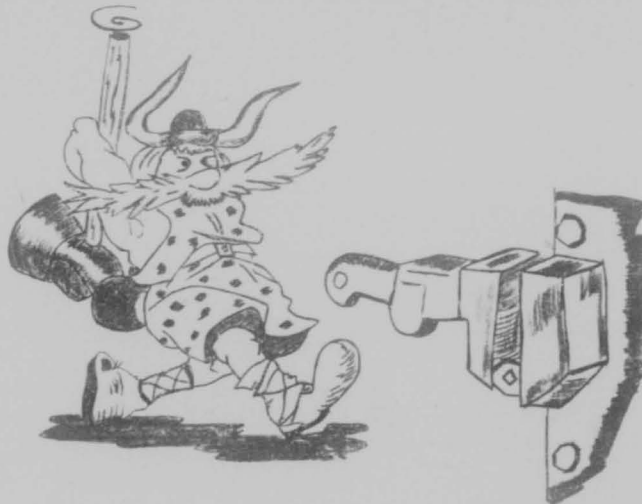
Things progressed gradually along the hand tool line until Archimedes time. Here was a real pusher. Old Arch not only invented the first practical wheel, but added to it the principle of the screw. This is what makes our airplanes of today.

It was right here that some early day sinner made a mistake. Some well meaning soul adapted the principle of strong fingers to a tool that eventually became today's Pliers. It was a bad day in Hades when the so and so made his discovery, because pliers are so easy to use . . . and misuse. Now time progressed until the old wrench came along with the lever attached to make sure the old screw of Archy's got tight. So by and by we got our first Torque Wrench by some ingenious afterthought of GOG's lever, Archie's screw, and the so and so who invented the pliers.

Today's torque wrench is still the same principle, but modern man still has Pre-Historic ideas on how to tighten Archie's screw, by applying the wrench, lever, and hammer. As simple as the hammer is, there are still many "dull tools" who don't know how to get the correct torque. Most beginners have a tendency to hold the handle too close to the head. This is known as "checking the hammer". Holding the hammer like this reduces the force of the blow and makes it harder to hold the hammer head in an upright position.

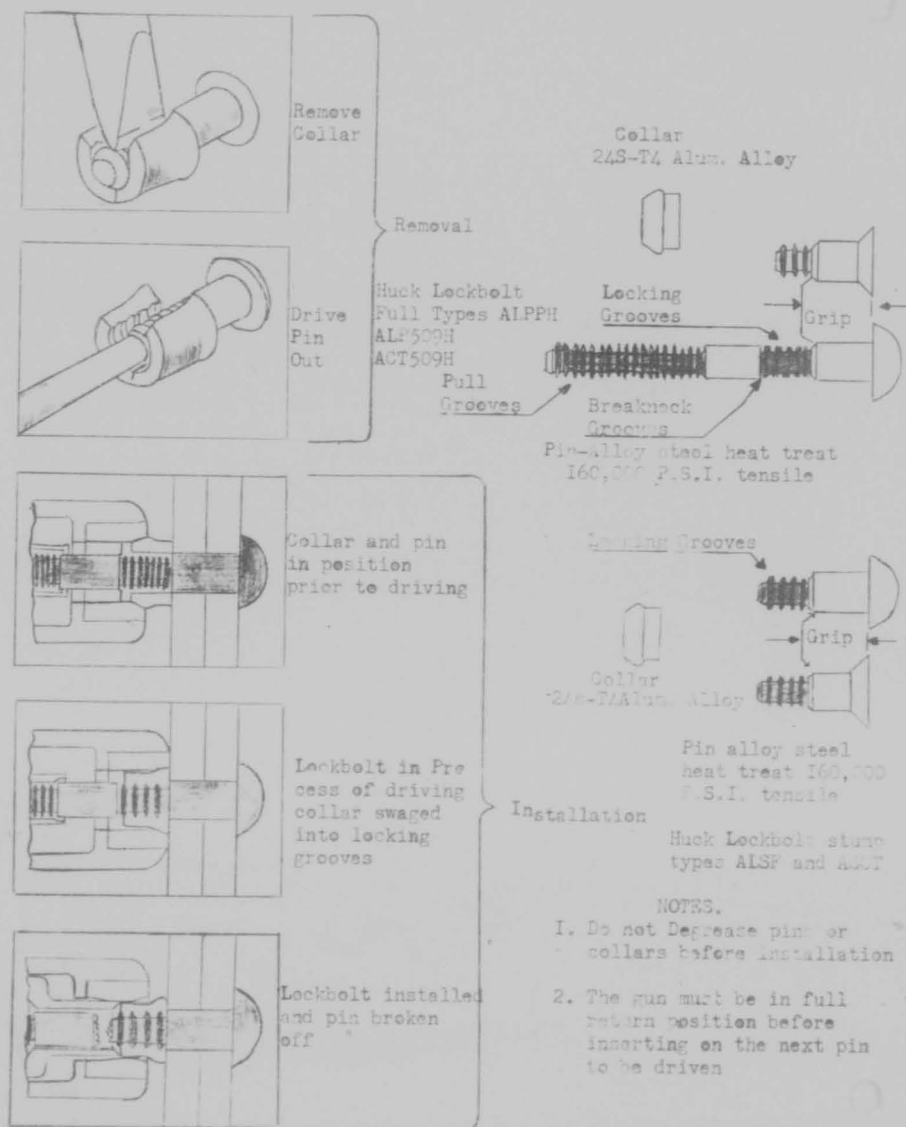
Regardless of the comedy in this article, there are still some GOG's in our present day. So for you who wish to be modern, let's change our motto to "Torque Tight and Torque Right".

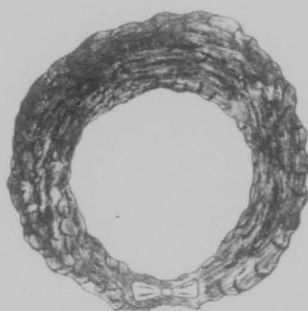
All persons interested in this article are informed that T.O. 32B14-3-1-101 on torque wrenches, T.O. 1-1A-8 on Torque values and Wing Maintenance Policy 66-1-11 are the publications pertaining to this article.



HUCK LOCK BOLTS

Information article on following page.





BLACK BROOM



? BOMB SQDN

Know YE All Present! Hear YE! For
The Most Engine Changes From
Foreign Object Damage This Broom
Is Hereby Awarded The:

? BOMB SQDN

Due to the increased efficiency with which each of you have extended the foreign object damage life of engines for the month of April this award will not be presented.

HUCK LOCK BOLTS

Due to the use of huck lock bolts in the B-47 type aircraft and no information in T.O. 1-1A-8 the following information and drawings on the preceding page are for your information. These bolts are at body frame attachments to lower longeron, station 425 to station 591, also in the aft wheel well area, bomb bay, and at wing T.E. station 347.84 as described in T.O. 1B-47A-6.

The collars have been known to crack and are a part of the -6 inspection during periodic. The usage of this type bolt is described on the preceding page.



THE END

Congratulations are in order for all you new strippers from the Maintenance Bulletin.

LET'S SUPPORT THE MAINT BULLETIN

Use the form below to report a maintenance difficulty you haven't run across before; something you found wrong on an inspection; a suggestion for improving something in the maintenance field; an incident, which, though a little embarrassing to report, caused you quite a bit of head scratching at the time it happened.

TO: Chief of Maintenance
307th Bomb Wing (M)
ATTN "Maintenance Bulletin"

1. WHAT HAPPENED?

2. WHAT DID YOU DO ABOUT IT?

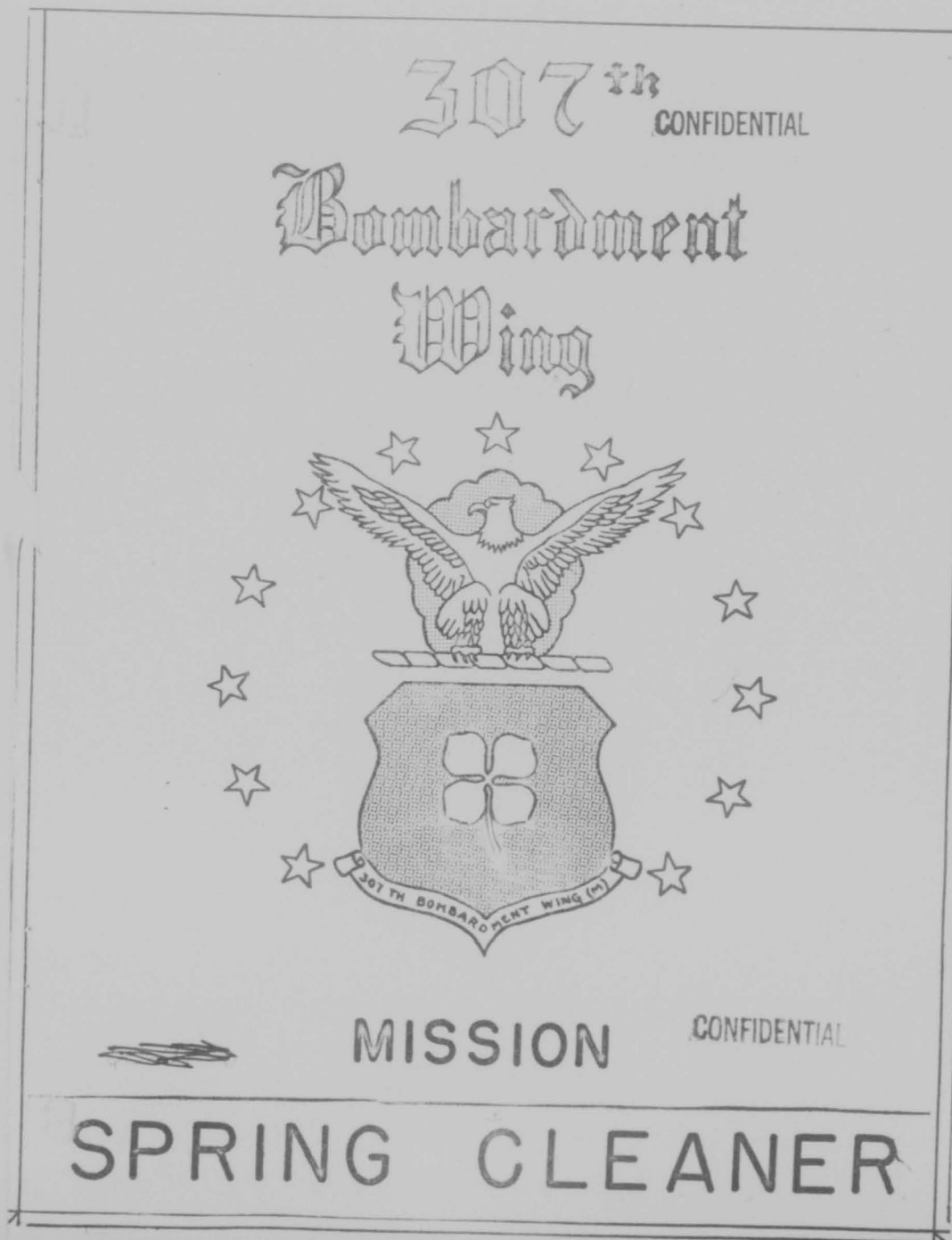
3. WHAT DO YOU SUGGEST YOUR WING DO ABOUT IT?

4. All information below we would like to have but delete if you do not wish to be identified:

Aircraft # _____ Date and time incident occurred _____

Name _____ Rank _____ Sqdn. _____

For a suggestion or to report an amusing incident, just disregard the questions and scribble away on the back of this page, and drop it in the out basket of your nearest office.



1. MISSION: Spring Cleaner _____ Schedule

- a. General Briefing: Day before mission - 0900 Wing Briefing Room.
- b. Specialized Briefing: Following General Briefing
- c. Pre-take off meeting: 1 hr 40 minutes before first scheduled takeoff.
- d. Take-off Times: See Schedule below.
- e. Interrogation: Wing Briefing Room, immediately after landing.
- f. Time Schedule: All times are Central.

POS NR	ROCKY	CREW	AC	Pre-Take Off Meeting	Take-Off Time	Rendezvous Time
1						
2						
3						
4						
5						
6						

2. GENERAL MISSION OUTLINE: Aircraft will take off at five (5) minute intervals and fly briefed route to assembly point at Goodland VOR. Join-up will be as shown on page 7, with aircraft establishing altitude as shown on this page, to Goodland VOR and Childress, Texas.

After refueling, the cell will proceed to Lexington, Nebraska, Broken Bow, Nebraska, thence to Sioux City, Iowa for cell breakup. Cell breakup will occur by flying the following routes. Each crew will plan their own mission from the first point as listed after cell breakup; unless RBS site time is assigned.

POSITION	CELL BREAKUP ROUTE	RBS SITE ASSIGNED
1	Sioux City to Iowa City VOR	_____
2	Sioux City to Rochester VOR	_____
3	Sioux City to Kirksville VOR	_____
4	Sioux City to Mason City VOR	_____
5	Sioux City to Des Moines VOR	_____
6	Sioux City to Waterloo, IOWA	_____

3. REFUELING INFORMATION: 307th Bomb Wing will refuel as a Cora Cell on a Mass Nite Air Refueling. The 40th Bomb Wing will fly Ann Cell. Pertinent information for our refueling is as follows:

- a. Refueling IP
35°30'N
99°35'W
- b. Tankers Orbit Pt
37°36'N
99°35'W
- c. Rendezvous Pt
38°36'N
99°35'W
- d. Refueling Track - 360°
- e. Approximate End Refueling 40°32'N
99°40'W
- f. APN 76 setting T4R6
APN 11 Signal 1-2

4. PROCEDURES:

a. Mission Planning and Fuel Reserves: Each crew will prepare its own clearance, weight and balance form and SAC Form 1. Flight will be planned to arrive over Lincoln with not less than 20,000 pounds of fuel.

b. Ground Operations and Take-off

<u>POS NR</u>	<u>STATION TIME</u>	<u>START ENG TIME</u>	<u>TAXI TIME</u>	<u>TAKE-OFF TIME</u>
1				
2				
3				
4				
5				
6				

c. Climb and Level Off:

- (1) North take-off. Left turn, maintain 4,000' until south of Lincoln low frequency range, climb on course to Beatrice, report 1,000 feet on top.
- (2) South Take-off. Climb on course to Beatrice, report 1,000 feet on top.

5. OBSERVERS INFORMATION:a. Navigation

- (1) Late Take-off. In case of late take-off, aircraft may make-up as much as eight (8) minutes by flying direct from Lincoln AFB to Goodland VOR.
- (2) Nite Celestial or Grid Celestial missions will be planned whenever crews have not been definitely assigned RBS site times.

b. Bombing

- (1) Target Information as listed below will be briefed by the Target Study Officer and used by all crews flying this mission.

a. Recommended IP's

b. Offset Aiming Pts (if recommended)

c. Measuring Pts

c. Route to be flown

FROM:	TO	TC	DIST
Lincoln AFB	Beatrice	176°	36
	Russell VOR	230°	127
	Goodland VOR	283°	138
	Childress VOR	165°	303
	34 24'N		
	99 35'W	Turning	32
	Refueling IP	001°	66
	Rendezvous Pt	360°	186
	End Refueling	360°	118
	Lexington VOR	357°	14
	Broken Bow	357°	41
	Sioux City	066°	160
Individual Routes as briefed			

6. Flying Safety considerations are paramount and will take priority over all training accomplishments.

7. Alternates: Alternates will be briefed by the Weather Officer at the Pre-takeoff meeting.

8. Communications Information: Pre Take Off Communications.

a. Before starting engines all aircraft will contact ROCKY.

b. Start of taxi, until after take-off, all aircraft will be under Tower Control.

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9. ATC Communications.

a. Lincoln to Goodland VOR the first and last aircraft will make all ATC reports.

b. Goodland to Sioux City ATC reports will be made by Cell Leader.

c. All ATC reports will contain the following phrase as the first words of the text "Rocky () - Spring Cleaner _____" etc.

10. Air Refueling Communications.

a. Frequencies and Call Signs.

Receivers		Tankers		APN 12 Tanker		APN-76 Receiver		APN-11	Initial Con and Refuel
Tac Call	Refuel Call	Refuel Call		T	R	T	R		
Rocky ()	Rocky RED LDR	Runner CORA LDR	6	4	4	6	1-2	279.8	
Rocky ()	Rocky RED Two	Runner CORA Two	6	4	4	6	1-2	279.8	
Rocky ()	Rocky RED Three	Runner CORA Three	6	4	4	6	1-2	279.8	
Rocky ()	Rocky RED Fours	Runner CORA Fours	6	4	4	6	1-2	279.8	
Rocky ()	Rocky RED Five	Runner CORA Five	6	4	4	6	1-2	279.8	
Rocky ()	Rocky RED Six	Runner CORA Six	6	4	4	6	1-2	279.8	

UHF Common Back-up: 311.0 mcs
VHF Back-up: 121.5 mcs
HF Back-up: 5710.5 or 4731.5

b. Receiver aircraft will monitor 121.5 mcs and 5710.5 or 4731.5 kcs from refueling IP to end of refueling.

11. IFF.

a. In Cell: Cell Leader Squawk 2, all others STANDBY, after Brake up all aircraft squawk 2.

12. UHF Channelization.

a. Standard UHF channelization except as follows:

Channel	Frequency	Service
13	252.6	Guinea Pig
9	291.9	Air Refueling Initial Contact & Refueling.
10	364.2	GCI Common
11	311.0	SAC Common, Air Refueling Common Back-up.
12	341.4	ROCKY and Interplane.

4

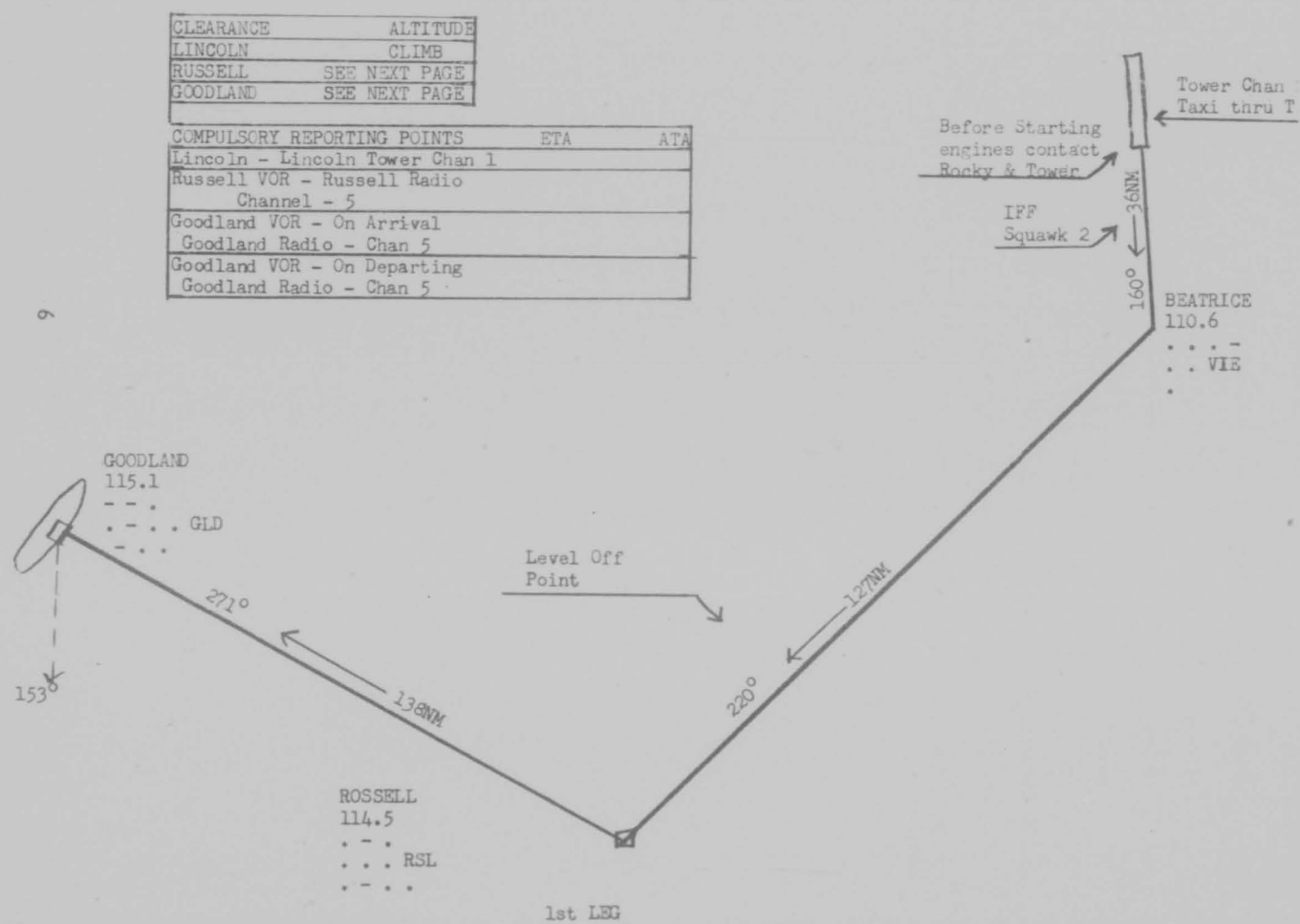
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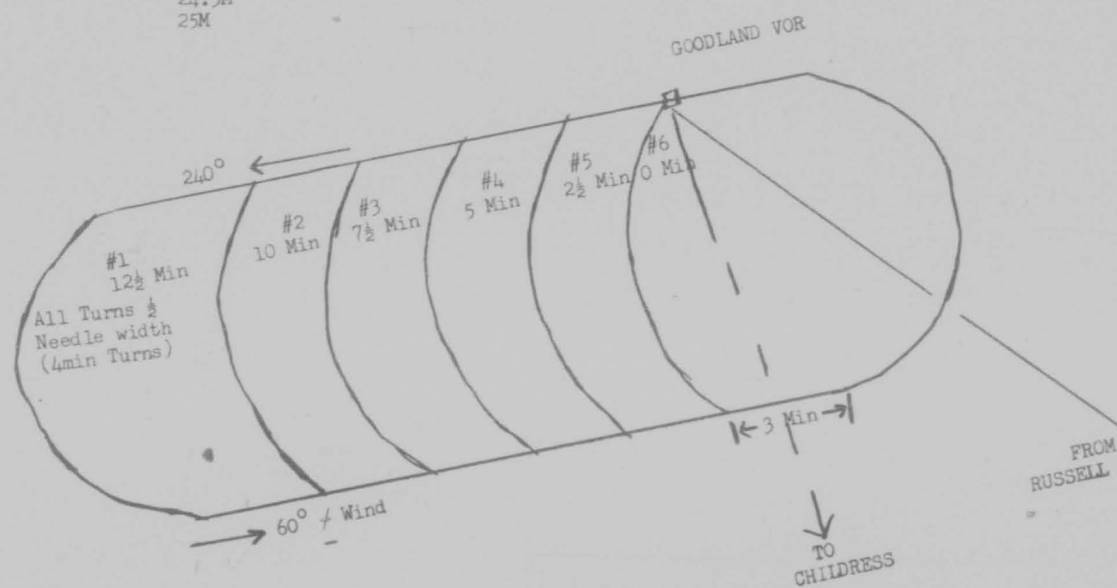
<u>Channel</u>	<u>Frequency</u>	<u>Service</u>
_____	_____	_____ RBS Primary
_____	_____	_____ RBS Primary
_____	_____	_____ RBS Secondary
_____	_____	_____ RBS Secondary

13. HF Communications.

- a. HF will be used only in case of UHF failure.
- b. HF strike and Tactical Position Reports will not be made on this mission.

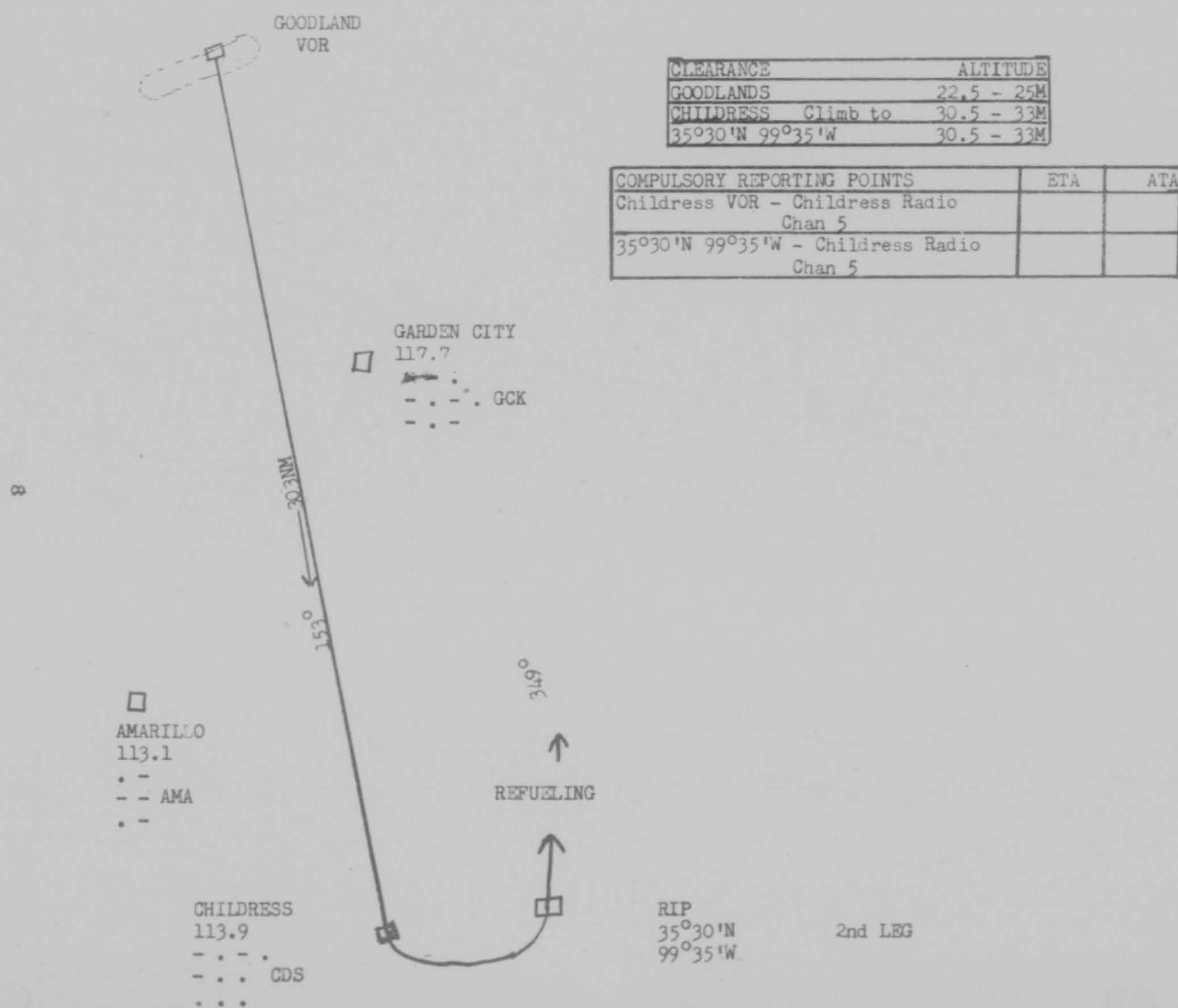


ALTITUDES	
TO GOODLAND	TO CHILDRESS
#1 25M	22.5M
#2 27M	23M
#3 29M	23.5M
#4 31M	24M
#5 33M	24.5M
#6 35M	25M

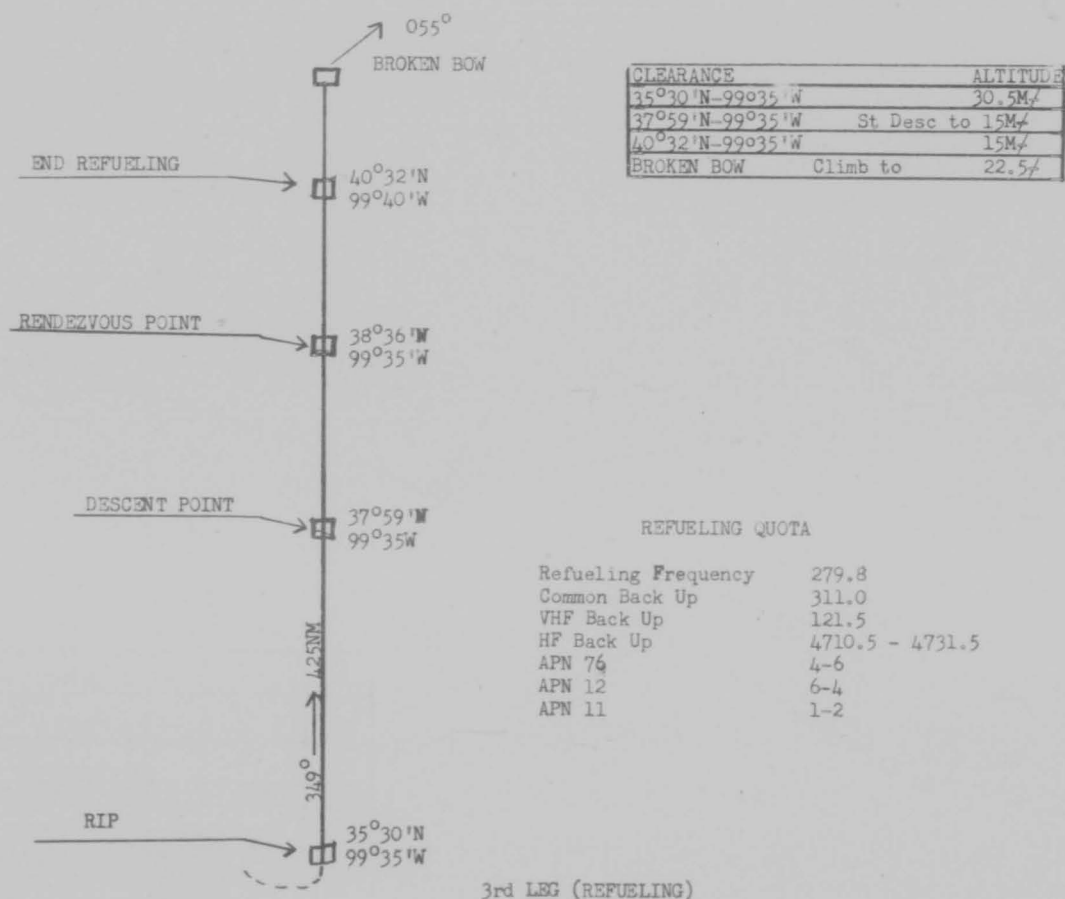


B-47 JOIN UP PATTERN

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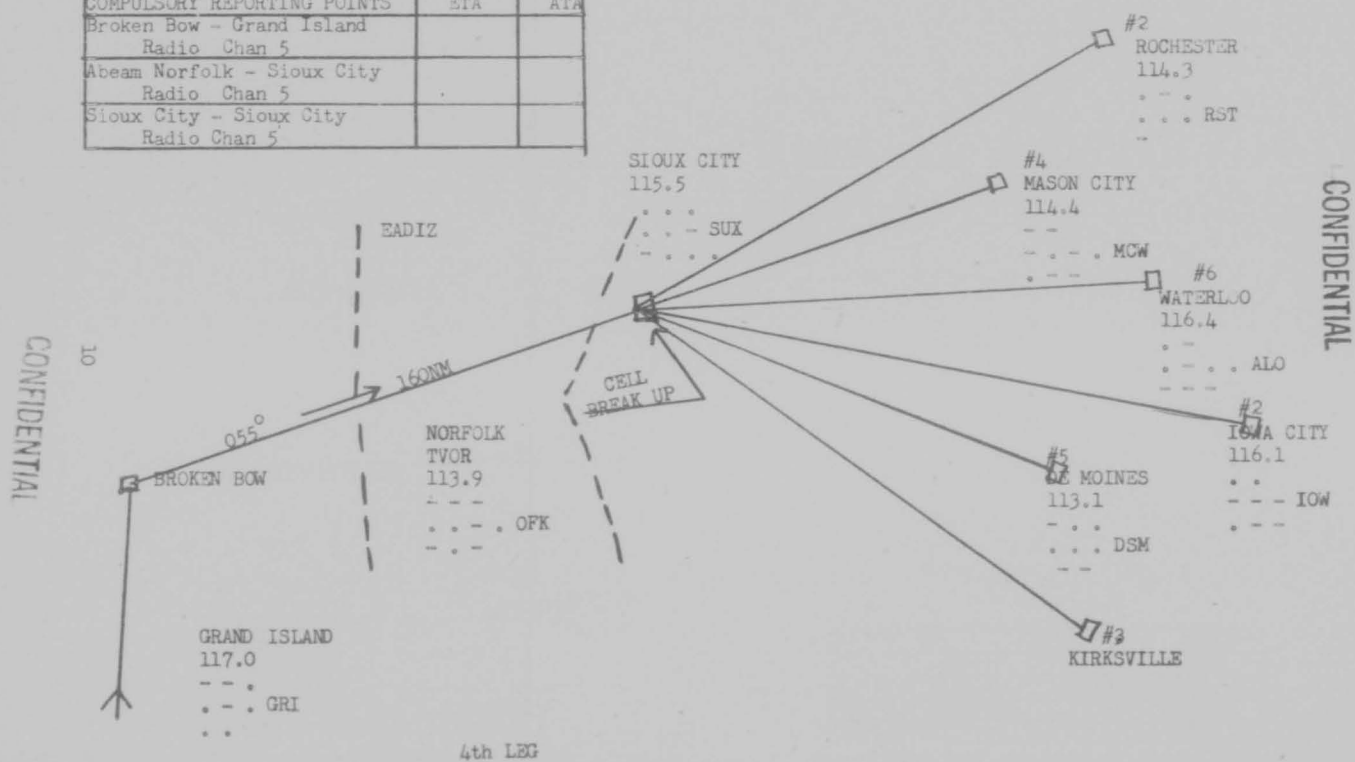


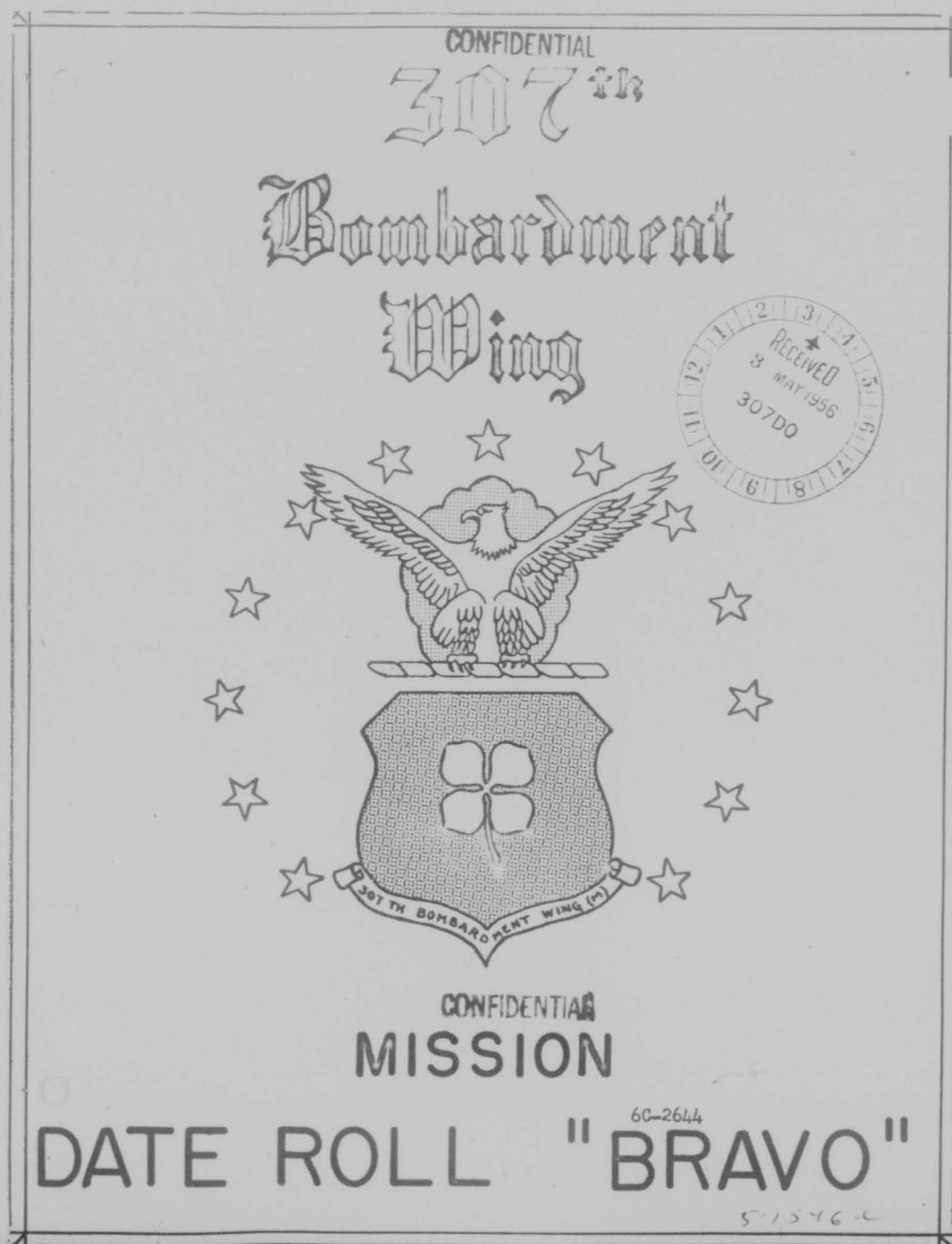
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CLEARANCE	ALTITUDE
BROKEN BOW	22.5M4
ABEAM NORFOLK VOR CLIMB TO 32M4	
SIOUX CITY	32M4

COMPULSORY REPORTING POINTS	ETA	ATA
Broken Bow - Grand Island Radio Chan 5		
Abeam Norfolk - Sioux City Radio Chan 5		
Sioux City - Sioux City Radio Chan 5		





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1. MISSION: Date Roll Bravo Schedule.

- a. General Briefing: 4 May 1956 - 0900 Wing Briefing Room.
- b. Specialized Briefing: Following General Briefing.
- c. Pre-take off meeting: 1530 - 7 May 1956 - Base Operations.
- d. Take-off Times: See Schedule below.
- e. Interrogation: Wing Briefing Room, immediately after landing.
- f. Time Schedule: All times are central standard.

POS NR	ROCKY	CREW	AC	Pre-Take Off Meeting	Take-Off Time	ARTC Control Point Time
1		R-65	BOUDREAUX	1530	1700	2100
2		R-67	MANN	1530	1705	2110
3		R-31	MINNICK	1530	1710	2120
4		R-35	HALL	1530	1715	2130
5		R-01	HERMAN	1530	1720	2140
6		R-10	SHAVER	1530	1725	2150

2. GENERAL MISSION OUTLINE: Aircraft will take off at five (5) minute intervals and fly briefed route to assembly point at North Platte VOR. Joinup will as shown on Page _____, with aircraft establishing altitude as shown on this page, to North Platte and Sioux City.

After refueling, the cell will proceed to Indianapolis (arriving at 32,000) for cell breakup. Cell breakup will occur by flying the following routes in order to arrive at Control Point - Pittsburgh, Penna. - at ten (10) minute intervals and at the following altitudes.

POSITION	ROUTE	ARRIVE PITTSBURGH
1	Indianapolis - direct Columbus, direct	32 M
2	Indianapolis, direct Cincinnati, (Hold 8' left turn), direct Columbus, direct to Pgh.	35 M
3	Indianapolis, direct Findly VOR (Hold 16' right turn), direct Cleveland, direct Pgh.	32 M
4	Indianapolis, direct 30'S of Cincinnati, (38° 33' W 84° 35' W), Charleston VOR (Hold 18' Left turn), direct to Pgh.	

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<u>POSITION</u>	<u>ROUTE</u>	<u>ARRIVE PITTSBURGH</u>
5	Indianapolis, FT. Wayne, (Hold 16' left turn), direct Toledo, (Hold 16' left turn), direct Cleveland, direct Pgh.	32 M
6	Indianapolis, Dayton (Hold 50' left turn), direct Columbus, direct Pgh.	35 M

From Pittsburgh all aircraft will proceed in a bomber stream thru the briefed route as listed in the accompanying Form 1. Upon completion of RBS run at Montreal, all aircraft will climb 2,000' so as to establish.

NR. 1, 3, and 5 at 34,000

NR. 2, 4, and 6 at 37,000

Two (2) camera attacks, two (2) RBS, and (1) Night Celestial mission will be completed on this mission. A detailed flight plan is outlined in the observers information, paragraph 4.

3. PROCEDURES:

a. Mission Planning and Fuel Reserves: Each crew will prepare its own clearance, weight and balance from and SAC Form 1. Flight will be planned to arrive over Lincoln with not less than 20,000 pounds of fuel.

b. Ground Operations and Take-off.

<u>POS NR</u>	<u>STATION TIME</u>	<u>START ENGINE TIME</u>	<u>TAXI TIME</u>	<u>TAKE-OFF TIME</u>
1	1400	1630	1640	1700
2	1405	1635	1645	1705
3	1410	1640	1650	1710
4	1415	1645	1655	1715
5	1420	1650	1700	1720
6	1425	1655	1705	1725

c. Climb and level off:

(1) North take-off: Left turn, maintain 4,000' until south of Lincoln low frequency range, climb on course to Beatrice, report 1,000 feet on top.

(2) South take-off: Climb on course to Beatrice, report 1,000 feet on top.

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4. OBSERVERS INFORMATION:a. Navigation Aids:

- (1) Except when accomplishing Night Celestial Navigation leg all available aids to navigation may be used to maintain course and position.
- (2) Night Celestial Missions: A Night Celestial mission will be flown from Altoona, Pa. to be terminated at Sioux City 42° 30'W 96° 25' W. Procedures will be in accordance with SAC Regulation 51-11. SAC Form 157 will be turned in, in duplicate at interrogation.
- (3) Radar Navigation: All observers will practice radar navigation procedures to the maximum extent possible, when not accomplishing bomb runs or night celestial. This will be interpreted to mean a wind run, precision fix, counter setting and ETA to the next turning point at least every twenty (20) minutes.
- (4) Late Take-off: In case of late take-off, aircraft may make-up as much as thirty-five (35) minutes by proceeding from Lincoln AFB direct to North Platte to depart directly on route to Sioux City.
- (5) Controlled ETA: A controlled ARTC ETA will be given at briefing (2100C) for the lead aircraft to arrive at Pittsburgh, Penna. The lead aircraft will contact Indianapolis Radio, with instructions to forward to Pittsburgh his adjusted ETA at Pittsburgh.

FOR EXAMPLE:

Indianapolis Radio

This is Rocky , on mission Date Roll Bravo, over your station at _____, will arrive Pittsburgh 2100C, control time plus five (5) minutes. Request you notify Pittsburgh radio of this message.

- (6) Refueling Data: APN 76 setting T7-R5
APN 11 signal 2-2

b. Bombing:

- (1) A radar camera attack will be accomplished at Harrisburgh, Penna. against target "J" as outlined in the SAC Camera Target List. Target information is available from squadron observers.
- (2) First RBS Run: Pre- IP: Asbury Park New Jersey
IP: Bridgeport, Conn.
Targets: Springfield "F"

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CC TELETYPE

- (3) Second RBS Run: Pre IP: Rutland, Vt.
IP: Burlington, Vt.
Target: Montreal "J"
- (4) Second Camera Attack: Pre IP: Massena, VOR
IP: Watertown VOR
Target: Rochester "D"
Type Run: Fixed Angle Bombing Procedures.
- (5) Bomb Release Times: (ZULU)

POSITION NR	HARRISBURGH	SPRINGFIELD	MONTREAL	ROCHESTER
1	0316	0349	0419	0455
2	0326	0359	0429	0505
3	0336	0409	0439	0515
4	0346	0419	0449	0525
5	0356	0429	0459	0535
6	0406	0439	0509	0545

- c. SAC Form 1. A planning SAC Form 1 is enclosed for guidance only.
5. FLYING SAFETY: Considerations are paramount and will take priority over all training accomplishments.
6. ALTERNATES: - Alternates will be briefed by the Weather Officer at the Pre-take-off meeting.
7. COMMUNICATIONS INFORMATION: Pre Take-off Communications.
- a. Before starting engines all aircraft will contact ROCKY.
- b. Start of taxi, until after take-off, all aircraft will be under Tower Control.
8. ATC COMMUNICATIONS.
- a. Lincoln to North Platte the first and last aircraft will make all ATC reports.
- b. North Platte to Indianapolis ATC reports will be made by Cell Leader.
- c. Indianapolis to Lincoln the first and last aircraft in the Bomber stream will make all ATC reports.
- d. Last aircraft will clear the altitude with ATC when making ATC reports.
- e. All ATC reports will contain the following phrase as the first words of the text "Rocky () - Date Roll Bravo Mission" etc.

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9. AIR REFUELING COMMUNICATIONS:a. Frequencies and Call Signs.

RECEIVERS	TANKERS	APN		APN - 11		INITIAL CONTACT & REFUEL
		12 TKR	76 REC			
TAC CALL	REFUEL CALL	REFUEL CALL	T	R	T	R
Rocky()	Rocky RED LDR Runner	DORIS LDR	5	7	7	5
Rocky()	Rocky RED Two Runner	DORIS Two	5	7	7	5
Rocky()	Rocky RED Three Runner	DORIS Three	5	7	7	5
Rocky()	Rocky RED Four Runner	DORIS Four	5	7	7	5
Rocky()	Rocky RED Five Runner	DORIS Five	5	7	7	5
Rocky()	Rocky RED Six Runner	DORIS Six	5	7	7	5

UHF COMMON BACK-UP: 311.5 mcs

VHF BACK-UP: 121.5 mcs

HF BACK-UP: 4731.5 kcs (Channel 8)

b. Receiver aircraft will monitor 121.5 mcs and 4731.5 kcs from refueling IP to end of refueling.

10. RBS COMMUNICATIONS.

a. Springfield RBS 258.2 (P) 240.6 (S)
 Montreal RBS 384.6 (P) 356.8 (S)
 HF Back-up: 5710.5 kcs (P)
 4220 kcs (S)

11. IFF.

a. In Call: Call Leader Squawk 2, all other STANDBY.

In Bomber Stream: All aircraft squawk 2.

12. UHF CHANNELIZATION.

a. Standard UHF Channelization except as follows:

Channel	Frequency	Service
13	252.6	Guinea Pig.
9	291.9	Air Refueling Initial Contact & Refueling.
10	364.2	GCI Common.
11	211.0	SAC Common, Air Refueling Common Back-up.
12	341.4	ROCKY and Interplane.
7	258.2	Springfield RBS Primary.
8	384.6	Montreal RBS Primary.
2	2401.6	Springfield RBS Secondary.
16	356.8	Montreal RBS Secondary.

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13. HF COMMUNICATIONS.

- a. HF will be used only in case of UHF failure.
- b. HF Strike and Tactical Position Reports will not be made on this mission.

6

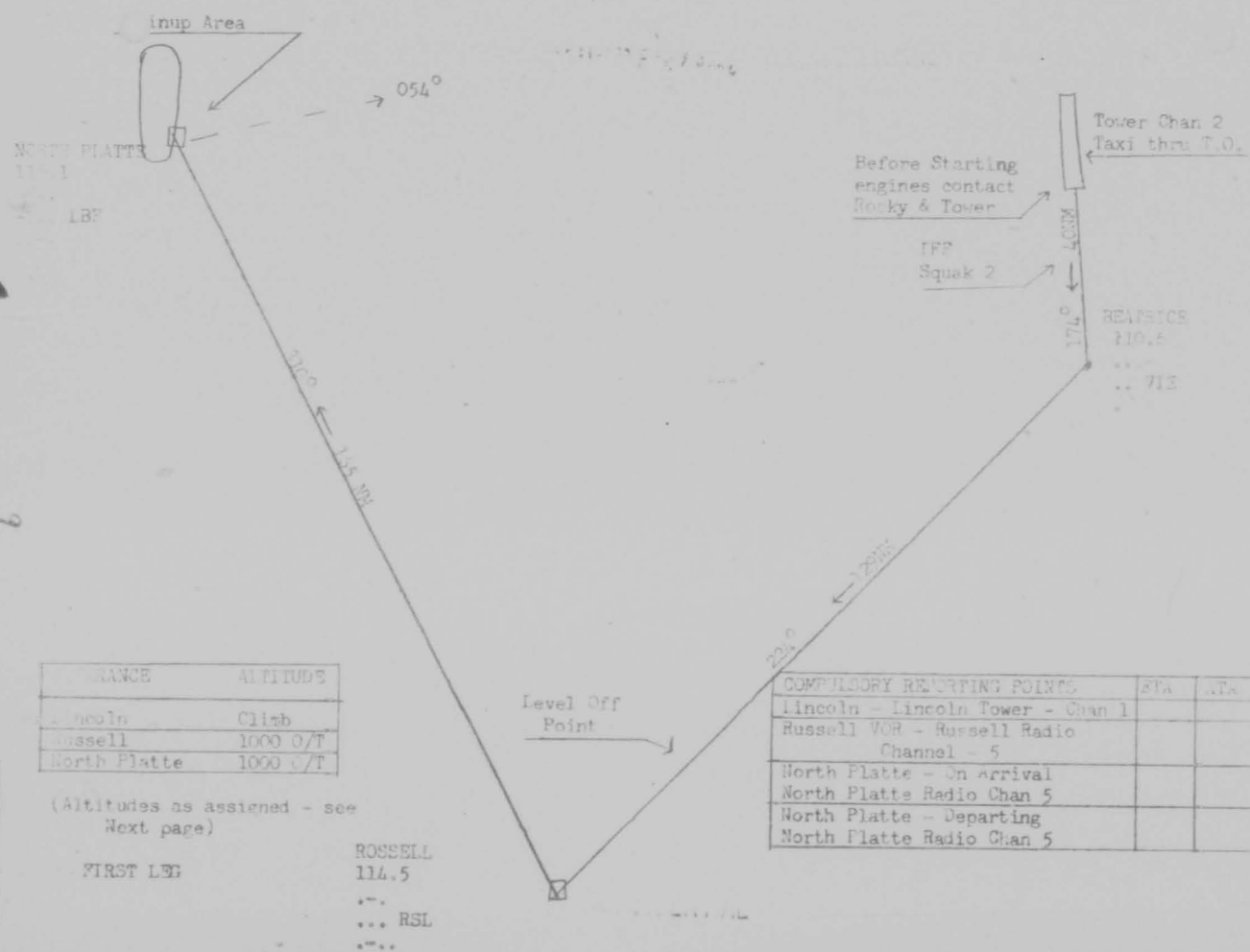
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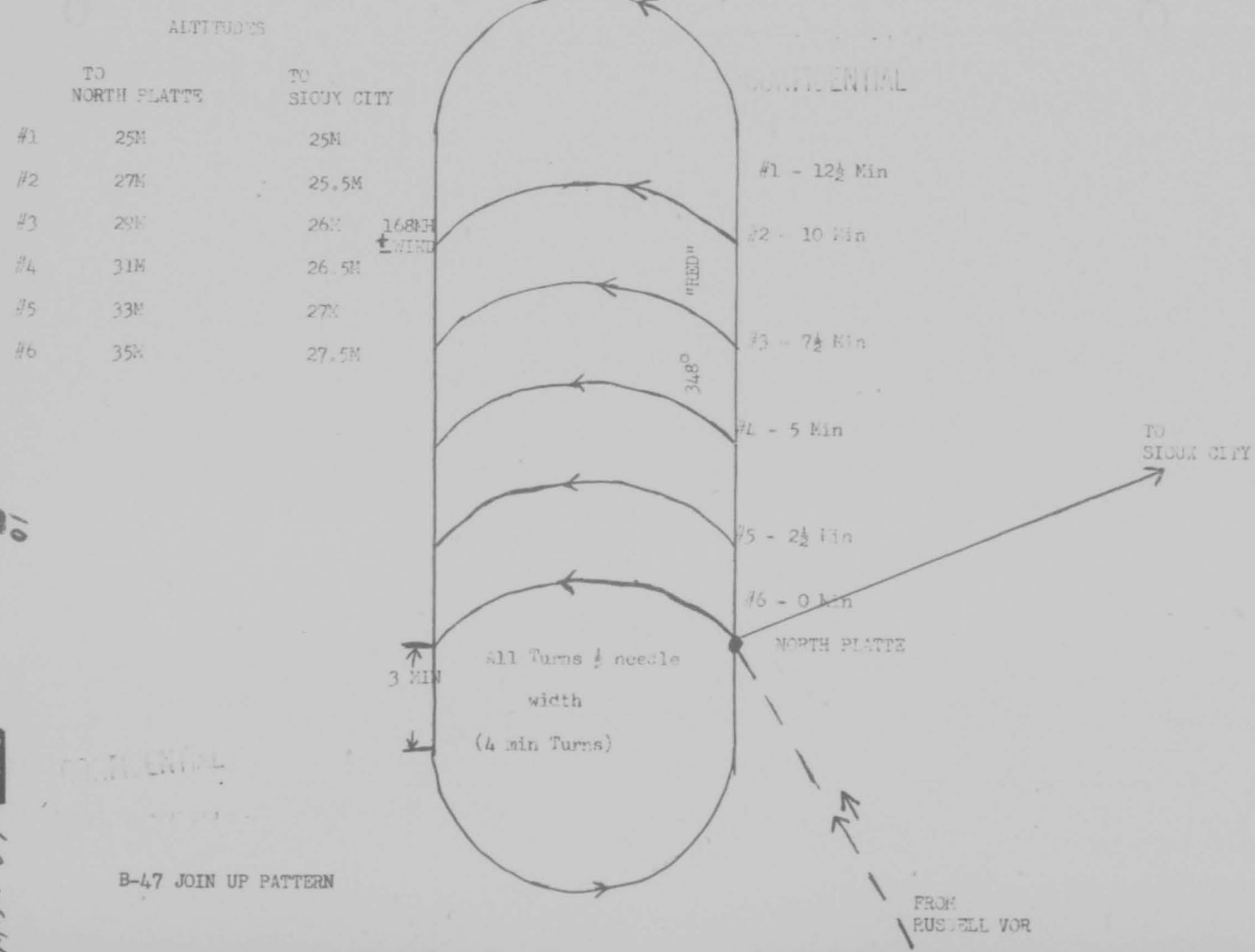
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MEDIUM JET BOMBARDMENT AND RECONNAISSANCE MISSION FLIGHT PLAN				SQUADRON	WING		AIRCRAFT TYPE AND SERIAL NO.		CREW NUMBER	ACFT CONDR (Name and Grade)		OBSERVER (Name and Grade)		CO-PILOT (Name and Grade)		
				307th Bg	B-47E											
PRE-FLIGHT PLAN																
III.										FUEL FLIGHT PLAN				DATE OF TAKE-OFF		
FROM	TO	WIND D/V	T.H.	VAR.	M.H.	TEMP.	MACH	T.A.S.	G.S.	GRD DIS	TIME	AIR DIS	ETA	FUEL	WEIGHT	26 April 1956
ROUTE	ALT	DRIFT				ALT				ACC. GRD DIS	ACC. TIME	ACC. AIR DIS		PRED. FUEL	GRDS WEIGHT	ENGINE START
LAPE										10	1.2	10		70500	153900	TAKE-OFF TIME
SETTO & Accel						1200				10	3	10		65700	149100	LANDING TIME
Turn							370			24	4	24		1800	1800	DURATION OF FLT
Restrict	CL 155	270/35	159	-10	149	17.5W	964	370	388	34	7	34		63900	147300	AIR CRAFT
40 00N										48	7.5	46		3300	3300	BARIC WT
Level Off 77° 03' W	CL 231	270/60	234	x	224	25W	964	370	347	82	14.4	80		60600	144000	CREW WT
Russell TOR	CR 231	270/60	236	-10	226	x	705	425	379	22	3.4	22		1300	1300	OIL WT
North Platte TOR	CR 329	-7	322	-12	310	x	705	x	390	104	18	102		59300	142700	AVG BYL
Assembly						x	705	x		107	17	120		3050	3050	WEIGHT
Sioux City-RIP	CR 068	-3	065	-11	054	x	705	x	480	211	35	222		56250	139450	EXT
Descent Pt 92° 10' W	CR 102	270/55	104	-8	096	x	705	x	485	14.451	2423	177		44602	4400	TANKS WT
41 33N										374	0100	379		51852	135250	ENGINE
SP 28 37W	DS 102	270/55		-6		15W		467		276	39	276		6750	6750	OPERATOR
S E Pontiac	CR 107	270/55	109	-4	105	15W		260	395	652	0139	675		45100	128500	2ND WT
End Reveal										213	27	191		4350	4350	
On load										865	0206	866		40750	124150	FUEL WEIGHT
Level Off	CL 120	270/40	123	-2	121	32W	964	370	405	194	24	179		4000	4000	CH
Cell Breakup	CR 120	270/60	124	-1	123	32W		425	478	1059	0230	1036		36750	130150	CM
Indianapolis	CR 086	270/60	085	0°	085	x	73	425	482	35	4	35		250	250	CRG
Columbus	CR 079	-2	077	43	080	x	73	x	485	1084	0234	1061		36570	119920	FWO
Pittsburgh-JIP	CR 096	270/55	097	45	102	x	73	x	488	147	25	130		7700	7000	SAIR
Johnstown IP	CR 094	270/55	094	47	101	x	73	x	488	1231	0304	1191		29570	112900	S.B.
Harriessburg "J"	CR 090	270/50	090	49	099	x	73	x	490	45000				45000		ATD
Asbury Pt 74° 00' W	CR 030	-6	024	412	036	x	72	x	448	76500				157900		EXT.
Bridgeport IP	CR 022	-6	016	413	029	x	73	x	440	4800				4800		TOTAL
Springfield "D"	CR 349	-6	343	414	352	x	73	x	410	07750				152100		BOMBS WT
Rutland PIP	CR 350	-7	343	415	358	x	73	x	412	900				900		AMMO WT
Burlington IP	CR 347	-6	341	415	356	x	73	x	410	68500				152200		ADJ.
Montreal "C"	CR 215	270/55	221	414	235	34W	964	x	390	1000				900		FLUID WT
Massena WOB	CR 225	270/55	230	413	243	x	74	x	385	68500				3000		INITIAL
Watertown WOB										1359	0323	1308		6500	3000	GROSS WT
										142	174	124		7000	3000	START ENG
										1501	0340	1432		6500	149200	AND TANK
										162	174	134		2900	2900	FUEL AIR
										1643	0358	1556		62900	146300	TAKE-OFF
										47	6	43		1000	1000	GROSS WT
										1590	0404	1599		61900	145300	RUNWAY
										94	11.4	81		1900	1900	PRESS. ALT
										1784	0415	1680		60000	143400	LENGTH
										132	16	113		2600	2600	AIR TEMP.
										1937	0431	1793		57400	140800	12200'
										71	9.4	67		1350	1350	9000'
										1988	0441	1860		55850	134250	70°F
										63	8.4	60		1350	1350	CRITICAL FIELD LENGTH
										2051	0449	1920		56500	137900	TAKE-OFF
										82	12	85		1900	1900	DISTANCE
										2133	0501	2005		52600	136000	SPEED
										62	9	64		1450	1450	6250
										2195	0510	2069		51150	134550	141.5
										63	9	64		1400	1400	REFUEL
										2258	0519	2133		49750	123150	SHEDS REST
										2847	47	78		2550	2550	PLANE
										2333	0530	2271		47200	130600	LINE
										82	13	92		1850	1850	WEIGHT
										2635	0543	2303		45350	128750	ADJUSTED
																TAKE-OFF
																WEIGHT
																ADJUSTED
																TAKE-OFF
																DISTANCE
																ATO FIRMS
																SPEED

1606

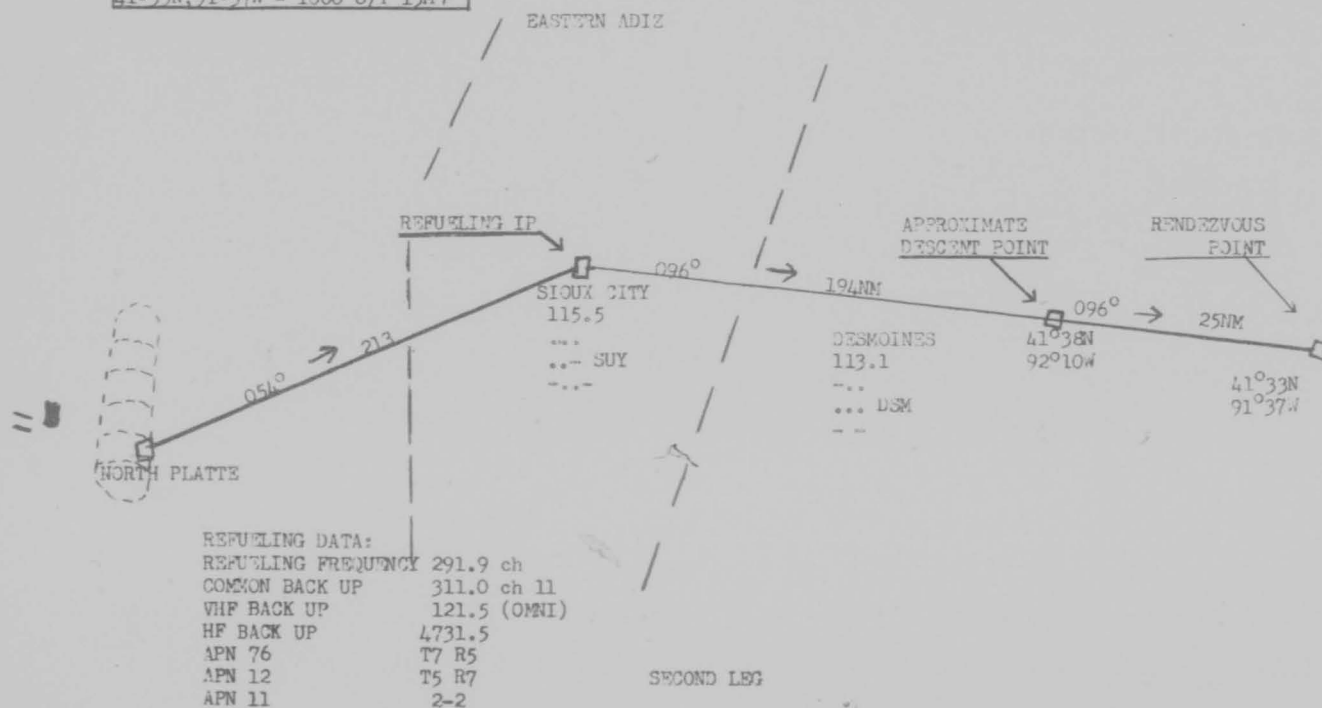




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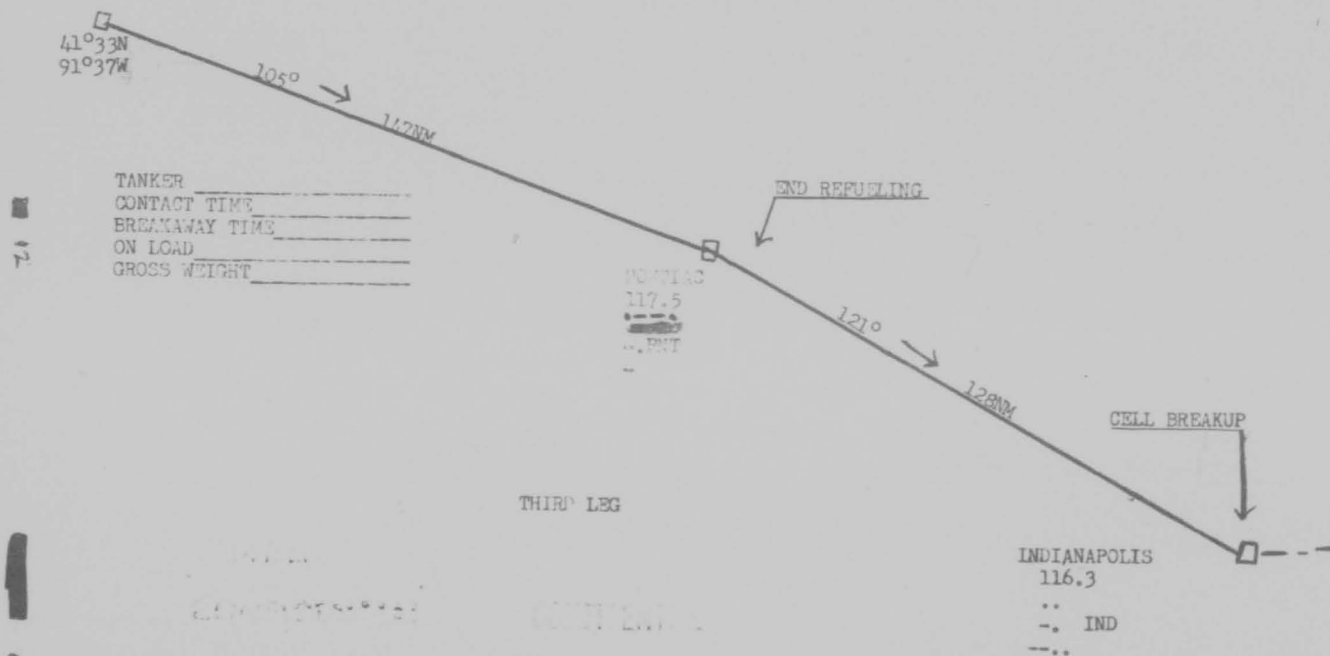
CLEARANCE	ALTITUDE
Nor Platte - 1000 O/T 25M+	
Sioux City - 1000 O/T 25M+	
41°38N, 92°10W - Descend To 15M+	
41°33N, 91°37W - 1000 O/T 15M+	

COMPULSORY REPORTING POINTS	ETA	ATA
Sioux City - Sioux City Radio Channel 5		



CLEARANCE	ALTITUDE
41°33'N, 91°37'W	- 15M
PONTIAC	- 15M
INDIANAPOLIS	- Climb to 32M

COMPULSORY REPORTING POINTS	STA	ATA
Pontiac - Peoria Radio Channel 5		
Indianapolis - Indianapolis Radio Channel 5		

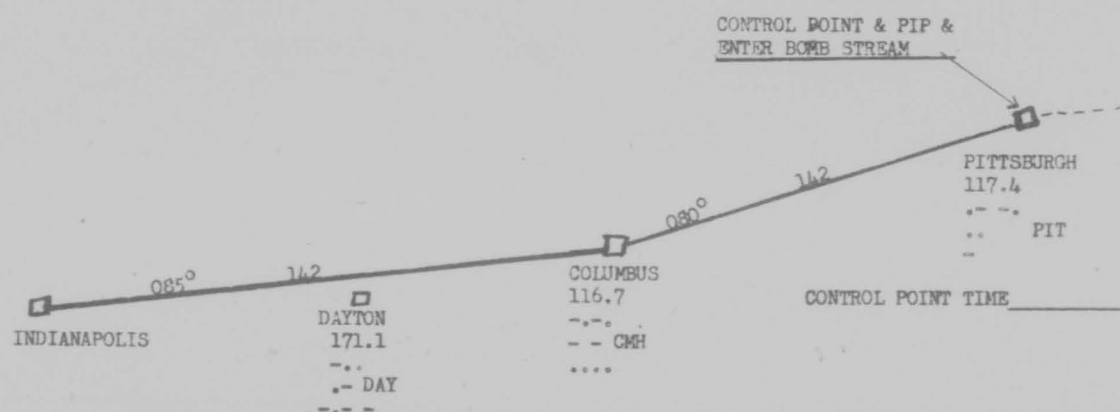


CLEARANCE	ALTITUDE
INDIANAPOLIS - 32M 1000 O/T	
COLUMBUS - 32M 1000 O/T	
PITTSBURGH	

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COMPULSORY REPORTING TIMES	ETA	ATA
Columbus - Columbus Radio Channel 5		
Pittsburgh - Pittsburgh Radio Channel 5		

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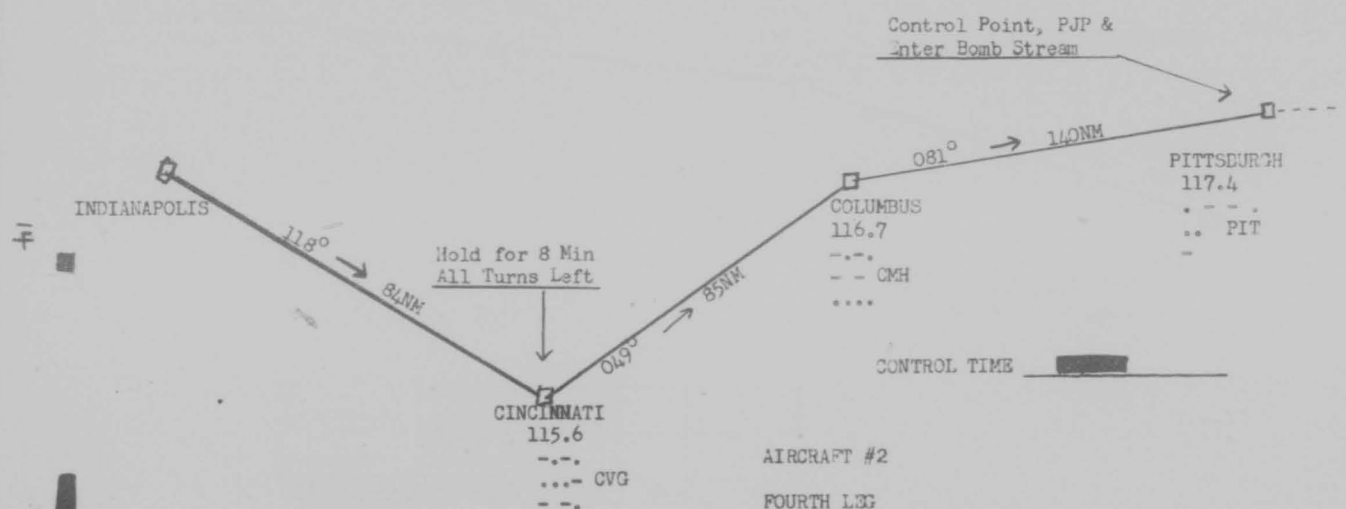
AIRCRAFT #1
FOURTH LEG

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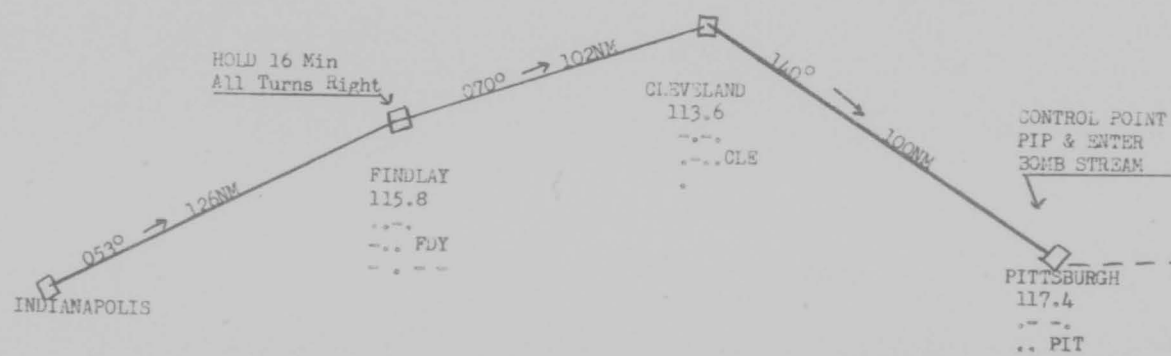
CLEARANCE	ALTITUDE
Indianapolis Climb	1000 O/T
Cincinnati 35M	1000 O/T
Columbus 35M	1000 O/T
Pittsburgh 35M	

COMPULSORY REPORTING POINTS	ETA	ATA
Cincinnati - Cincinnati Radio		
Channel - 5		
Columbus - Columbus Radio		
Channel - 5		



CLEARANCE	ALTITUDE
INDIANAPOLIS 32M 1000 O/T	
FINDLAY 32M 1000 O/T	
CLEVELAND 32M 1000 O/T	
PITTSBURGH 32M	

COMPULSORY REPORTING POINTS	ETA	ATA
Cleveland - Cleveland Center Channel - 6		



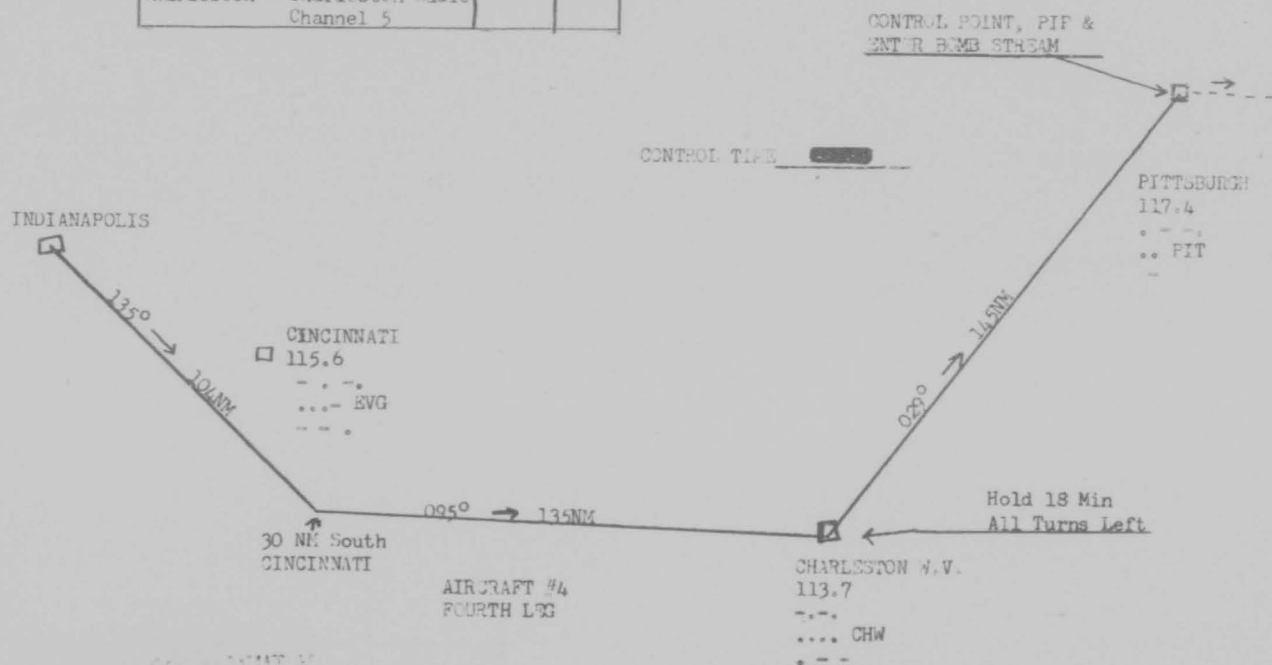
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CLEARANCE	ALTITUDE
Indianapolis Climb 1000 O/T	
30 NM Cincinnati 35M 1000 O/T	
Charleston W.V. 35M 1000 O/T	
Pittsburgh 35M	

COMPULSORY REPORTING POINTS	STA	ATM
Charleston - Charleston Radio Channel 5		



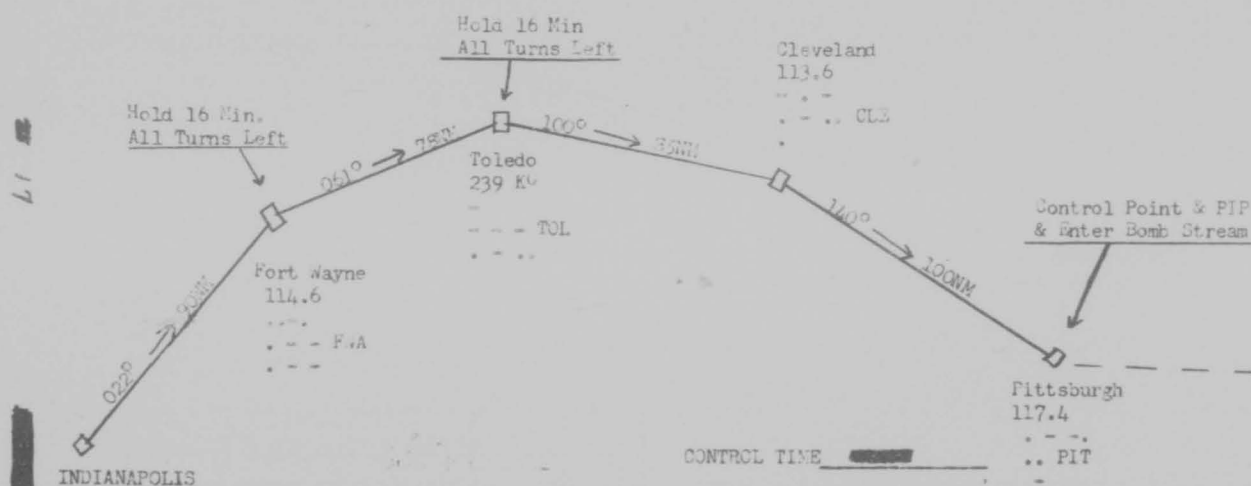
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PLACENAME	ALTITUDE
Indianapolis	32M 1000 O/T
Fort Wayne	32M 1000 O/T
Toledo	32M 1000 O/T
Cleveland	32M 1000 O/T
Pittsburgh	32M

COMPULSORY REPORTING POINTS	STA	ETA
Toledo - Toledo Radio		
Channel 2		

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AIRCRAFT #5
FOURTH LEG

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CLEARANCE	ALTITUDE
INDIANAPOLIS CLIMB	1000 O/T
DAYTON	35M 1000 O/T
COLUMBUS	25M 1000 O/T
PITTSBURGH	35M

COMPULSORY REPORTING POINTS	ETA	ATA
DAYTON - Dayton Radio Channel 5		
PITTSBURGH - Pittsburgh Radio Channel 5		



AIRCRAFT #6

FOURTH LEG

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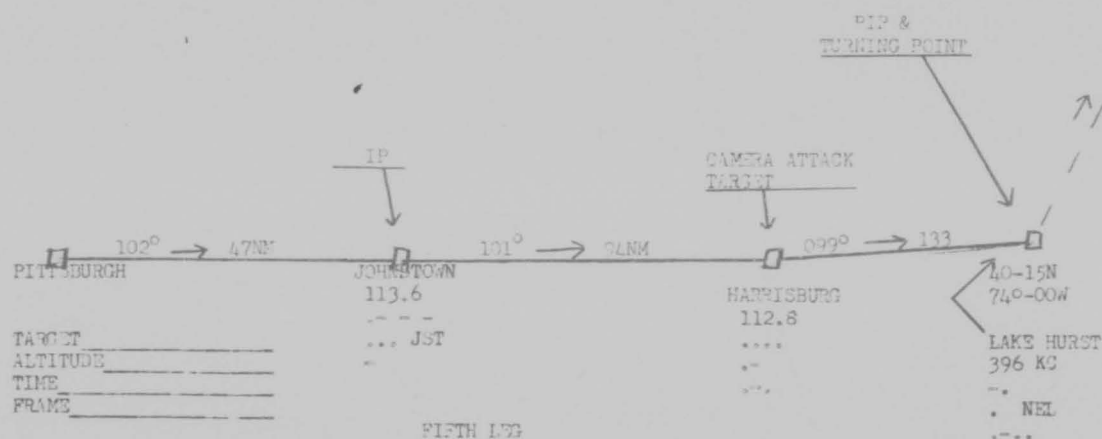
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CLEARANCE	BOMBER STREAM	S' TTS
	ODD	EVEN
PITTSBURGH	32M	35M
JOHNSTOWN	32M	35M
HARRISBURG	32M	35M
40°15N - 74°00W	32M	35M

COMPULSORY REPORTING POINTS	DP1	DP2
40°15N - 74°00W - Colls Neck Radio		
Channel 5		

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CLEARANCE	BOMBER STREAM	SLOTS
	ODD	EVEN
40°15N 74°00W	32M	35M
Bridgeport	32M	35M
Springfield	32M	35M

COMPULSORY REPORTING POINTS	STA	ATA
Springfield - After RBS Westfield		
Radio - Channel 5		

TARGET _____
 ALTITUDE _____
 TIME _____
 SCORE _____



CLEARANCE	DOWNSTREAM SLOTS	
	000	EV-N
MONTREAL	34M	37M
WATERLOO	34M	37M
ROCHESTER	34M	37M

COMPULSORY REPORTING POINTS	ETA	ATL
ROCHESTER - Rochester Radio Channel 5		

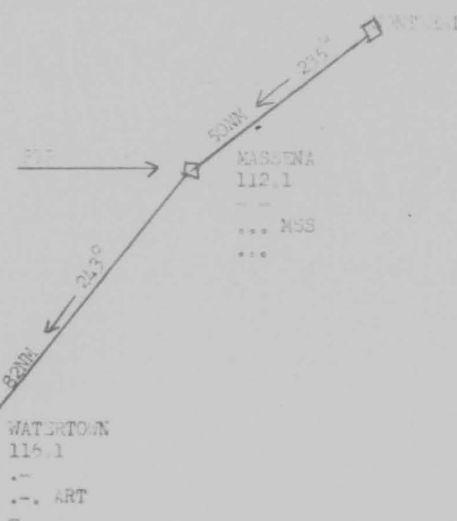
TARGET _____
 ALTITUDE _____
 TIME _____
 FRAME _____

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TARGET
 CAMERA ATTACK

ROCHESTER
 117.8
 ... ROC
 ...

EIGHTH LEG

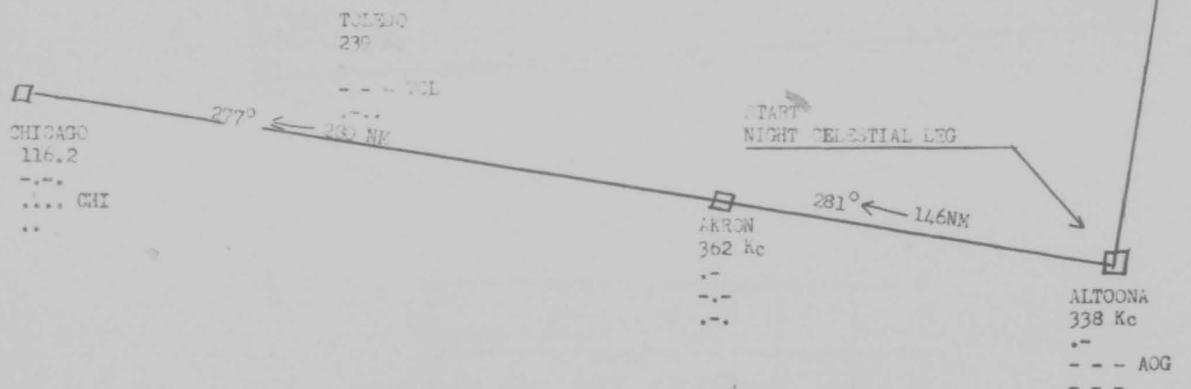


1620

STATION	ODD	EVEN
ALTOONA	34M	37M
AKRON	34M	37M
CHICAGO	34M	37M

COMPULSORY REPORTING POINTS	ETA	AT
ALTOONA - Altoona Radio Channel - 5		
AKRON - Akron Radio Channel - 5 Receiver 362 Kc		
CHIC - Chicago Radio Channel - 5		

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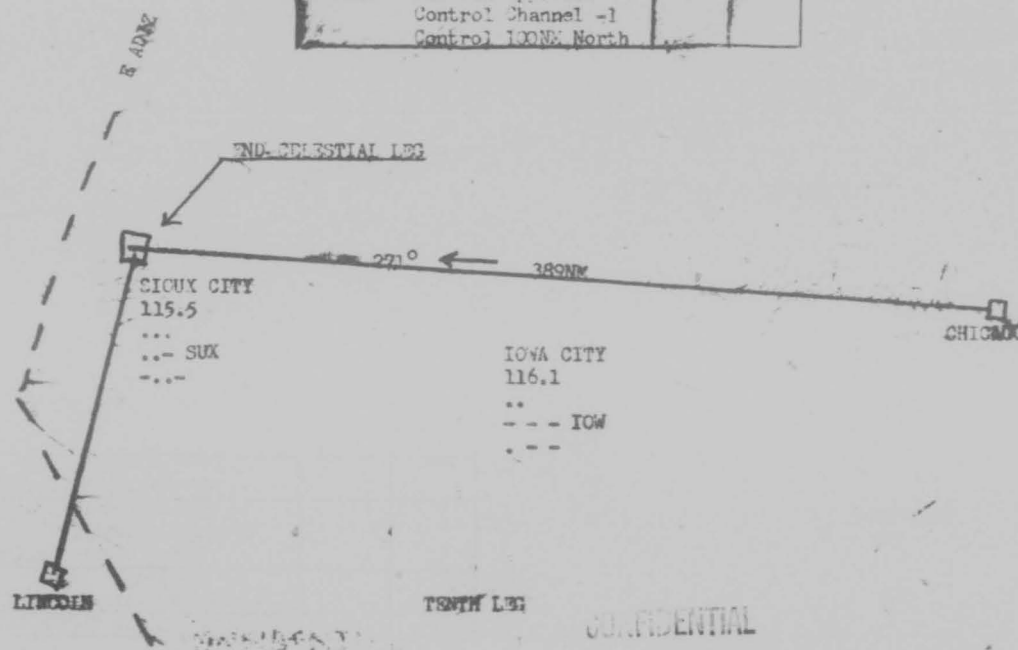
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CLEARANCE	BOMBER STREAM SLOT	
	ODD	EVEN
CHICAGO	34M	37M
SIoux CITY	34M	37M
LINCOLN	34M	37M

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COMPULSORY REPORTING POINTS	ETA	ATA
SIoux CITY - Sioux City Radio Channel 5		
LINCOLN - Lincoln Approach Control Channel -1		
Control 100NM North		



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370TH BOMRON

BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 May thru 31 May 1956

CREW NO.	AG	OBS.	F.A. GPI TEST	RADAR PRACTICE	CE	RADAR RECORD	CE	RF	VISUAL PRACTICE	CE	VISUAL RECORD	CE	RF	VISUAL RELEASE	CE
L-01	Herman	Eiland	0	0	-	4	1360	100%	0	-	1	550	100%	0	-
R-02	Sullivan	Bathurst	0	3	5980	2	2595	100%	0	-	0	-	-	0	-
R-03	Koudsi	Weber	1	0	-	3	2650	67%	0	-	0	-	-	0	-
R-04	Peebles	Schwartz	1	0	-	0	-	-	0	-	2	1185	100%	0	-
R-05	Mc Crary	Gronberg	0	0	-	1	920	100%	0	-	0	-	-	0	-
R-06	Crook	Flynn	0	0	-	0	-	-	0	-	0	-	-	0	-
R-08	Brooks	Mattioli	0	0	-	0	-	-	0	-	0	-	-	0	-
R-09	Chappelle	Stutt	0	0	-	1	1820	100%	0	-	0	-	-	0	-
L-10	Shaver	Schisler	0	0	-	3	1073	100%	0	-	0	-	-	0	-
R-11	Biggs	Evans	5	0	-	0	-	-	0	-	0	-	-	0	-
N-12	Dance	Kretchmer	0	3	1490	0	-	-	3	583	0	-	-	0	-
N-13	Clark	Dalney	0	14	4905	0	-	-	2	1520	0	-	-	0	-
N-14	Mills	Najera	0	1	2400	0	-	-	0	-	0	-	-	0	-
N-15	Trudeau	Reeves	0	0	-	0	-	-	3	933	0	-	-	0	-
N-16	Echlberger	Timmons	0	3	2340	0	-	-	0	-	0	-	-	0	-
370TH BOMRON TOTALS			7	24	4188	14	1752	94.5%	8	948	3	973	100%	0	-
307TH BOMB WING TOTALS			26	152	2414	41	1951	88.7%	27	1534	5	1328	75%	18	876

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11-6-55
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371ST BOMRON

CONFIDENTIAL
BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 May thru 31 May 1956

CREW NO.	AC	OBS.	F.A. CPI TEST	RADAR PRACTICE	CE	RADAR RECORD	CE	RF	VISUAL PRACTICE	CE	VISUAL RECORD	CE	RF	VISUAL RELEASE	CE
R-30	Pope	Pelletier	2	0	-	3	3853	67%	0	-	0	-	-	0	-
R-31	Ames	Johnson	1	4	1697	2*	1445	100%	0	-	0	-	-	0	-
R-32	Mattick	Troutman	0	5	1696	0	-	-	0	-	0	-	-	0	-
R-33	Webber	Allen	0	0	-	0	-	-	0	-	0	-	-	0	-
R-34	Hoover	Moore	0	0	-	0	-	-	0	-	0	-	-	0	-
R-35	Hall	Hill	0	0	-	0	-	-	0	-	0	-	-	0	-
R-36	Darden	Bicak	0	0	-	0	-	-	0	-	0	-	-	0	-
R-37	Bifford	Hesse	1	2	6550	4	1915	75%	0	-	0	-	-	0	-
R-38	Bowling	Selmo	1	0	-	0	-	-	0	-	0	-	-	0	-
R-39	Hoffman	Bardnell	0	0	-	0	-	-	0	-	0	-	-	0	-
R-40	Guy	Fliger	5	6	630	0	-	-	0	-	0	-	-	0	-
N-41	Peterson	Samuels	0	8	2262	0	-	-	0	-	0	-	-	4	855
N-42	Hibdon	Blunt	0	18	2486	0	-	-	0	-	0	-	-	0	-
N-43	Williams	Jorgensen	0	3	3616	0	-	-	0	-	0	-	-	2	2740
N-45	Behan	Mc Farling	0	9	1705	0	-	-	6	1615	0	-	-	0	-
371ST BOMRON TOTALS			10	55	2192	9	2456	80.6%	6	1615	0	-	-	6	1483
307TH BOMB WING TOTALS			26	152	2414	41	1951	88.7%	27	1534	5	1328	75%	18	876

* 5X-CREW

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372ND BOMRON

BOMBING ACCOMPLISHMENTS
(Part I)

DATE: 1 May thru 31 May 1956

CREW NO.	AC	OBS.	F.A. GPI TEST	RADAR PRACTICE	CE	RADAR RECORD	CE	RF	VISUAL PRACTICE	CE	VISUAL RECORD	CE	RF	VISUAL RELEASE	CE
R-60	Nordstrom	Leslie	0	0	-	3	780	100%	0	-	0	-	-	0	-
R-61	Holden	Anthony	0	5	1774	2	1610	100%	0	-	0	-	-	0	-
R-62	Hull	Bilek	0	0	-	0	-	-	0	-	0	-	-	0	-
R-65	Budreaux	Hart	0	6	1556	0	-	-	0	-	0	-	-	0	-
R-66	Gieker	Hudkins	1	3	1070	2	2125	50%	0	-	0	-	-	0	-
R-67	Mann	Davis	0	0	-	0	-	-	0	-	0	-	-	2	280
R-68	Phillips	Hathaway	3	0	-	1	1670	100%	0	-	1	1550	100%	0	-
R-69	Wheeler	Crorey	0	0	-	3	1953	100%	0	-	0	-	-	0	-
R-70	Morrison	Kennedy	2	2	2125	2	1960	100%	0	-	0	-	-	0	-
R-71	Kohlscheen	Walrath	1	0	-	3	1656	100%	0	-	1	2170	0%	0	-
N-73	Terry	Roseling	0	12	2398	0	-	-	0	-	0	-	-	0	-
N-74	Rielly	Meyers	1	9	1994	0	-	-	4	3260	0	-	-	4	892
R-75	Dodge	Palmquist	1	0	-	2	3575	50%	0	-	0	-	-	0	-
N-77	Heller	Short	0	23	1823	0	-	-	5	1452	0	-	-	4	482
5-X	(Hull	Withrow	0	13	2422	0	-	-	4	960	0	-	-	4	342
372ND BOMRON TOTALS			9	73	1997	18	1854	87.5%	13	1856	2	1860	50%	12	572
307TH BOMB WING TOTALS			26	152	2414	41	1951	88.7%	27	1534	5	1328	75%	18	876

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370TH BOMRON

NAVIGATION ACCOMPLISHMENTS
(Part II)

DATE: 1 May thru 31 May 1956

CREW NO.	AC	OBS	NITE CELESTIAL			DAY CELESTIAL		CELESTIAL GRID		RADAR		REMARKS:
			NO.	CEA	RF	NO.	CEA	NO.	CEA	NO.	CEA	
L-01	Herman	Eiland	0	-	-	0	-	1	18	●	-	Wing Standboard Crew
R-02	Sullivan	Bathurst	0	-	-	0	-	1	22	0	-	Standboard Crew
R-03	Koudsi	Weber	1	12	100%	1	57	1	28	1	9.5	
R-04	Peebles	Schwartz	1	8	100%	1	12.5	1	9	1	13	
R-05	Mc Crary	Gronberg	0	-	-	0	-	0	-	0	-	Obs. in Survival Trng
R-06	Crook	Flynn	0	-	-	0	-	0	-	0	-	Obs. on Leave
R-08	Brooks	Mattioli	0	-	-	0	-	0	-	0	-	Crew on Leave
R-09	Chappelle	Stutt	0	-	-	0	-	0	-	0	-	Crew on Leave
L-10	Shaver	Schisler	0	-	-	1	30.5	0	-	0	-	
R-11	Biggs	Evans	0	-	-	0	-	0	-	0	-	
N-12	Dance	Kretchmer	0	-	-	3	25.1	1	Shack	0	-	Chuckwagon Exercise
N-13	Clark	Dabney	1	28	100%	3	31.8	0	-	2	15	
N-14	Mills	Najera	2	6.5	100%	0	-	0	-	0	-	
N-15	Trudeau	Reeves	0	-	-	0	-	0	-	2	7.2	
N-16	Echeburge	Timmons	0	-	-	1	21	2	16.2	0	-	
370TH BOMRON TOTALS			5	12.2	100%	10	29.0	7	15.6	7	14.6	
307TH BOMB WING TOTALS			21	15.9	100%	19	26.0	23	13.9	10	14.4	

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371ST BOMRON

NAVIGATION ACCOMPLISHMENTS
(Part II)

DATE: 1 May thru 31 May 1956

CREW NO.	AC	OBS.	NITE CELESTIAL			DAY CELESTIAL		CELESTIAL ^{GRID}		RADAR		REMARKS:
			NO.	CEA	RF	NO.	CEA	NO.	CEA	NO.	CEA	
R-30	Pope	Pelletier	0	--	--	0	--	1	9	0	--	
R-31	Ames	Johnson	0	--	--	0	--	0	--	0	--	Obs. on Leave
R-32	Mattick	Troutman	0	--	--	0	--	0	--	0	--	Chuckwagon Exercise
R-33	Weber	Allen	0	--	--	0	--	0	--	0	--	Obs. TDY
R-34	Hoover	Moore	0	--	--	0	--	0	--	0	--	Standboard Crew
R-35	Hall	Hill	0	--	--	0	--	0	--	0	--	Survival Trng
R-36	Burton	Bicak	1	19	100%	0	--	0	--	0	--	Standboard Crew
R-37	Blifford	Hesse	1	26.5	100%	0	--	1	5	1	2	
R-38	Bowling	Selmo	0	--	--	1	3	1	3	0	--	
R-39	Hoffman	Bardnell	0	--	--	0	--	0	--	0	--	AC grounded
R-40	Guy	Fliger	1	9	100%	0	--	1	6	1	1.5	
N-41	Peterson	Samuels	0	--	--	1	14	2	8.5	0	--	
N-42	Hibdon	Blunt	2	17	100%	0	--	3	23.8	0	--	
N-43	Williams	Jorgensen	0	--	--	1	24	1	16	0	--	
N-45	Behan	Mc Farling	3	17.5	100%	2	23.8	2	16	0	--	
371ST BOMRON TOTALS			8	17.6	100%	5	17.7	12	13.3	2	1.7	
307TH BOMB WING TOTALS			21	15.9	100%	19	26.0	23	13.9	10	14.4	

CONFIDENTIAL

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CONFIDENTIAL

372ND BOMBON

NAVIGATION ACCOMPLISHMENTS
(Part II)

DATE: 1 May thru 31 May 1956

CREW NO.	AC	OBS.	NITE CELESTIAL			DAY CELESTIAL		CELESTIAL		RADAR		REMARKS:
			NO.	CEA	RF	NO.	CEA	NO.	CEA	NO.	CEA	
R-60	Nordstrom	Leslie	0	--	--	0	--	0	--	0	--	Crew at SES
R-61	Holden	Anthony	1	26.5	100%	0	--	1	2.5	0	--	Standboard Crew
R-62	Hull	Bilek	0	--	--	0	--	0	--	0	--	
R-65	Boudreaux	Hart	0	--	--	0	--	0	--	0	--	Crew on Leave
R-66	Gieker	Hudkins	0	--	--	0	--	0	--	0	--	Crew on Leave
R-67	Mann	Davis	1	9	100%	1	34	0	--	0	--	
R-68	Phillips	Hathaway	0	--	--	0	--	0	--	0	--	
R-69	Wheeler	Corey	0	--	--	0	--	0	--	0	--	Crew on Leave
R-70	Morrison	Kennedy	0	--	--	0	--	0	--	0	--	Obs. in Survival Trng
R-71	Kohlscheen	Walrath	0	--	--	0	--	1	10	0	--	
N-73	Terry	Roseling	0	--	--	0	--	0	--	1	38.5	
N-74	Reilly	Meyers	2	17.7	100%	1	11.5	0	--	0	--	
R-75	Dodge	Palmquist	0	--	--	2	35	1	11.5	0	--	Obs. in Survival Trng
N-77	Heller	Short	2	18.2	100%	0	--	0	--	0	--	
5-X	(Hull)	Withrow	2	13	100%	0	--	1	29	0	--	
372ND BOMBON TOTALS			8	16.6	100%	4	28.9	4	13.2	1	38.5	
307TH BOMB WING TOTALS			21	15.9	100%	19	26.0	23	13.9	10	14.4	

CONFIDENTIAL

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60-2991

Base Historian

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)
NUMBER 31)

21 May 1956

1. A/3C GEORGE W. LEWIS, AFI5537445, 307 AREFS, this STA (SAC) is AUTH to start and run-up KC-97 type ACFT engines on ACFT ASG 307 BOMWG. AUTH: AFR 62-10 & SAC REG 55-22.
2. 2ND WILLIAM J. TODD, 27451A, is REL ASG HQ 307BOMWG (M)(SAC) this STA, ASG 307 FLDMAINTRON, (M) (SAC) this STA, PCA, NTL. EDCSA: 25 MAY 1956.
3. CFM VOC, dates INDC, EMPWO, FNA, ORGN INDC, this STA (SAC) are AUTH to reside off base and RAT SEP EFF dates INDC. AUTH: AFR 24-1.

MSGT	RONALD G. BROWN	AF38169380	307 ARMTELCT- MAINTRON	7 MAY 56
MSGT	WALTER C. JOHNSON	AF19290521	DO	5 MAY 56
TSGT	LESTER A. FRIESE	AF17121154	370 BOMRON	16 MAY 56
SSGT	GLEEN G. GOSHORN	AF19419984	372 BOMRON	7 MAY 56
A/1C	BILLY L. BIRD	AF18439234	307 FLDMAINTRON	6 MAY 56
A/1C	WILLIAM D. BRADLEY	AF17427324	DO	5 MAY 56
A/1C	DONALD E. BRAYTON	AF17382472	DO	29 APR 56
A/1C	GERALD MAXWELL	AF17365600	307 AREFS	14 APR 56
A/1C	REUBEN L. MCKNIGHT	AF18437472	307 DLFMAINTRON	8 MAY 56
A/1C	PHILIP D. MINNEY	AF19481754	371 BOMRON	10 MAY 56
A/1C	VERNON L. TURNBAUGH	AF13489356	307 FLDMAINTRON	23 APR 56
A/2C	CHARLIE V. BAKER	AF18457704	DO	12 MAY 56
A/2C	JAMES L. LOSCHIAVO	AF12451720	307 ARMTELCT- MAINTRON	14 MAY 56

4. CFM VOC, FNO, ORGN INDC, this STA (SAC) are DSG as Crew for B-47 type ACFT in POSIT INDC and ASG as Crew/MBR EFF 14 MAY 56. AUTH: 8AF REG 31-1.

POSIT	RANK	NAME	AFSN	ORGN
CREW R36 (Crew Formed:		14 MAY 56)		
ACFT COMDR	CAPT	WILLIAM E. DARDEN, JR.	A0815095	371 BOMRON
PLT	1ST LT	JOHN F. HURST., JR	A02274212	DO
AOB	CAPT	PHILLIP J. BIGAK	A0722461	DO
CREW R61 (Crew Formed:		14 MAY 56)		
ACFT COMDR	MAJ	WILLIAM J. HOLDEN	10978A	372 BOMRON
PLT	CAPT	LEO R. BEERS	A02078752	DO
AOB	1ST LT	JOSEPH J. ANTHONY	A02068166	DO

5. CFM VOC 17 MAY 56, ESPWO, FNO, 307 AREFS, this STA (SAC) are DSG INSTR OBSR for KC-97 type ACFT EFF 17 MAY 56. AUTH: SAC REG 60-7.

1ST LT	ROBERT A. PETERSON	A03026187
1ST LT	STEPHEN H. KALABANY	A03033792

30 21, HQ 307 BOMWG (M)(SAC), Lincoln AFB, NEBR, 21 MAY 56 (CONTD)

6. CFM VOC, 15 MAY 56, ESPWO, FNO, 370 BOMRON, this STA (SAC) are DSG
West FLT Crew for one time FLT on B-47 type ACFT NR B-47E-52-260 EFF 15 MAY
56. AUTH: AFR 60-7.

LT COL ROY R. SHOWALTER. JR. 9976A
MAJ FRED C. OUDERKIRK AO679107

7. CFM VOC, 15 MAY 56, ESPWO, FNA, 307 AREFS, this STA (SAC) are DSG INSTR
FLT ENGR for KC-97 type ACFT EFF 15 MAY 56. AUTH: SAC REG 60-7.

MSGT DAVID W. SNOW AF18051535 TSgt CHARLES E. KELLY AF17244312

8. CAPTAIN EARLAN L. SEAWARDS, AO1851659, 307 BOMWG, this STA (SAC) is
hereby APT ALT TOPSEC CONOFF for 307 BOMWG (M) (SAC). AUTH: AFR 205-1.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Earlan L. Seawards
EARLAN L. SEAWARDS
Captain, USAF
Assistant Adjutant

ROBERT W. GOTTLIEB
Captain, USAF
Adjutant

DISTRIBUTION: 'A'

BASE HISTORIAN

LINCOLN AIR FORCE BASE STRENGTH REPORT

As of 31 May 1966

Organization	OFFICERS			AIRMAN			AUXILIARY	
	Auth	Asgd	PFD	Auth	Asgd	PFD	Auth	Asgd
Hq 818th Air Div...	10	9	4	2	2	7	18	17
Hq 98th Bomb Wing...	50	48	35	147	140	110	177	168
343d Bomb Sq.....	76	67	57	96	77	63	177	149
344th Bomb Sq.....	76	68	54	96	74	67	177	141
345th Bomb Sq.....	76	68	41	96	74	60	177	142
98th Air Reflg Sq..	99	92	75	230	210	184	319	302
98th A-E Maint Sq..	12	10	8	35	36	21	337	356
98th Fld Maint Sq..	8	6	6	417	345	299	425	351
98th Per Maint Sq..	3	2	2	106	82	72	109	84
98th Tac Hospital..	27	15	14	94	58	52	121	73
Total	427	376	288	1577	1380	1134	2004	1756
Hq 307th Bomb Wg...	50	51	42	127	126	109	177	177
370th Bomb Sq.....	79	63	51	99	87	75	178	150
371st Bomb Sq.....	79	65	54	99	84	74	178	149
372nd Bomb Sq.....	79	60	41	99	79	69	178	139
307th Air Reflg Sq.	99	95	78	230	235	189	319	330
307th A-E Maint Sq.	12	9	5	377	367	323	349	376
307th Fld Maint Sq.	8	10	9	417	400	360	425	410
307th Per Maint Sq.	3	3	2	106	107	102	109	110
307th Tac Hospital.	27	10	10	94	67	63	121	77
Total	436	366	292	1598	1552	1374	2034	1918
818th Supply Sq....	15	16	13	397	376	345	412	392
818th Mtr Veh Sq....	5	5	5	179	160	149	194	165
Hq 818th ABGp.....	62	61	53	319	356	310	381	417
818th Air Pol Sq....	14	8	8	431	371	335	445	379
818th Instls Sq....	7	8	7	251	257	227	258	265
818th Food Sv Sq....	2	1	1	196	174	161	188	175
818th Opns Sq.....	16	13	10	164	171	152	180	184
4168th USAF Hosp...	5	1	1	15	0	0	20	1
Total	126	113	98	1942	1865	1669	2068	1978
Total 818AD	999	864	684	5129	4805	4184	6124	5669
Auditor General....	3	1	1	1	0	0	4	1
Det 8, 2nd Wea Sq..	8	4	4	17	14	14	25	18
Det 2, 1911th AACs.	2	1	1	36	33	31	38	34
B47-5 Mbl Tng Det..	1	0	0	15	9	9	16	9
B47-E6 Mbl Tng Det.	0	0	0	7	5	5	7	5
Total	14	6	6	76	61	59	90	67
Total Lincoln AFB	1013	870	670	5201	4866	4243	6214	5736

Source:

Morning Reports

Prepared by:

Statistical Services
Office - Ext 477

LINCOLN AIR FORCE BASE STRENGTH REPORT
Average May 1956

Organization	OFFICERS			AIRMEN			AGGREGATE	
	Auth	Asgd	PFD	Auth	Asgd	PFD	Auth	Asgd
Hq 818th Air Div...	10	10	9	8	8	6	18	18
Hq 98th Bomb Wing..	50	46	36	127	121	111	177	167
343d Bomb Sq.....	76	66	45	96	77	61	172	138
344th Bomb Sq.....	76	67	50	96	77	65	172	141
345th Bomb Sq.....	76	67	40	96	74	62	172	141
98th Air Reflg Sq..	99	92	68	220	203	179	319	295
98th A-E Maint Sq..	12	10	7	325	346	293	337	356
98th Fld Maint Sq..	8	6	5	417	337	296	425	343
98th Per Maint Sq..	3	2	2	106	82	72	109	84
98th Tac Hospital..	27	16	14	94	59	53	121	75
Total	427	372	267	1577	1368	1192	2004	1740
Hq 307th Bomb Wg...	50	52	39	127	130	117	177	182
370th Bomb Sq.....	79	63	48	99	87	77	178	150
371st Bomb Sq.....	79	64	45	99	82	68	178	146
372nd Bomb Sq.....	79	60	45	99	80	75	178	140
307th Air Reflg Sq.	99	94	75	220	231	199	319	325
307th A-E Maint Sq.	12	8	7	337	370	324	349	378
307th Fld Maint Sq.	8	9	8	417	397	351	425	406
307th Per Maint Sq.	3	3	2	106	106	95	109	109
307th Tac Hospital.	27	10	9	94	67	64	121	77
Total	436	363	278	1598	1550	1370	2034	1913
818th Supply Sq....	15	16	13	397	377	339	412	393
818th Mtr Veh Sq....	5	5	5	179	162	145	184	167
Hq 818th ABGp.....	62	62	52	319	357	316	381	419
818th Air Pol Sq....	14	8	8	431	384	342	445	392
818th Instls Sq....	7	8	5	251	259	234	258	267
818th Food Sv Sq....	2	1	1	186	172	160	188	173
818th Opns Sq.....	16	12	10	164	169	151	180	181
4168th USAF Hosp...	5	1	1	15	0	0	5	1
Total	126	113	95	1942	1880	1687	2068	1993
Total 818AD	999	858	649	5125	4806	4255	6124	5664
Auditor General....	3	1	1	1	0	0	4	1
Det 8, 2nd Wea Sq..	8	4	4	17	14	14	25	18
Det 2, 1911th AACs.	2	1	1	36	33	31	38	34
B47-5 Mbl Tng Det..	1	0	0	15	9	9	16	9
B47-E6 Mbl Tng Det.	0	0	0	7	5	5	7	5
Total	14	6	6	76	61	59	90	67
Total Lincoln AFB	1013	864	655	5201	4867	4314	6214	5731

Source:
Morning Reports

Prepared by:
Statistical Services
Office - Ext 477

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)
NUMBER 26)

23 April 1956

1. 2ND LT FRANK A WANEK, AO3056680, is REL from DY and ASG 371 BOMRON, this STA (SAC) and ASG 372 BOMRON, this STA (SAC) PCA. NTI. RPT NLT 24 APR 56. EDCSA: 25 APR 56.

2. CAPT JAMES W GRIER, AO781289, is REL from DY and ASG 371 BOMRON, this STA (SAC) and ASG 307 FLDMAINTRON, this STA (SAC) PCA. NTI. RPT NLT 23 APR 56. EDCSA: 25 APR 56.

3. DP 1ST LT GARLAND G GEE, AO2227197, 370 BOMRON, this STA (SAC) having signed an INDEF Statement IAW AFR 36-51 on 21 JAN 56 is deemed to be serving on EAD under AUTH contained in SEC 515, PUB Law 381, 80TH Congress, EFF 20 JAN 56.

4. DP 1ST LT ARNOLD B MOLLENBERG, AO3008048, 307 ARMTLCHTMAINTRON, this STA (SAC) having signed an INDEF Statement IAW AFR 36-51 on 11 JAN 56 is deemed to be serving on EAD under AUTH contained in SEC 515, PUB Law 381, 80TH Congress, EFF 11 JAN 56.

5. MAJOR BRUNO J ANTONIETTI, AO566455, HQ 307 BOMWG, this STA (SAC) is APT ASSISTANT ADJUTANT, 307 BOMWG (M) EFF 21 APR 56. CRM VO: 21 APR 56, ESPWO.

6. CRM VO: 20 APR 56, ESPWO, FNO, 372 BOMRON, this STA (SAC) are placed on SD with 307 BOMWG STANDARDIZATION SECTION for a PD of seven (7) days for the purpose of completing Annual Standardization Check, EFF 20 APR 56. AUTH: PARA 6c, Annex II, SAC REG 51-4.

CRM R66

CAPT	JOHN W GIEKER	AO678024	AGFT COMDR
CAPT	RUSSELL M HELLER, JR	16500A	PLT
1ST LT	WALTER W HUDKINS	27008A	AOB

CRM R67

CAPT	JAMES H MANN	AO711748	AGFT COMDR
CAPT	THOMAS H SALTSMAN	20334A	PLT
CAPT	CECIL L DAVIS	AO689136	AOB

7. FNO, 372 BOMRON, this STA (SAC) are placed on SD with 307 BOMWG STANDARDIZATION SECTION for a PD of seven (7) days for the purpose of completing Annual Standardization Check, EFF 27 APR 56. AUTH: PARA 6c, Annex II, SAC REG 51-4.

CRM R71

MAJ	LELAND C KOHLSCHERN	AO524731	AGFT COMDR
CAPT	CARL N GERMUNDSON	AO710915	PLT
CAPT	LESLIE M WALRATH	AO2085342	AOB

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1633

SO 26, HQ 307 BOMMG (M)(SAG), Lincoln AFB, NEBR, 23 APR 56 (CONTD)

8. SSGT BOBEY B MOORHATCH, AF19437613, 307 AREFS, this STA (SAG) is AUTH to start and run-up KC-97 ACFT engines assigned 307 BOMMG. AUTH: SAC Manual 66-12.

9. CFM VOC Dates INDC, ESFWO, FMA, ORGN INDC, this STA (SAG) are AUTH to reside off base and NAT SEP EFF dates INDC. AUTH: AFR 24-1.

A/2C WILBERT W MARTENS, AF27356447
A/3C CLIFFORD O NULL, AF14564510

307 AREFS 23 APR 56
307 ARMTLCOT- 18 APR 56
MAINTRON

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W Gottlieb
ROBERT W GOTTLIEB
CAPT, USAF
ADJ

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)

25 April 1956

NUMBER 27)

This Special Order consists of paragraphs 1 thru 4 inclusive.
Classified paragraphs: None.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W. GOTTLIEB
Captain, USAF
Adjutant

Robert W. Gottlieb
ROBERT W. GOTTLIEB
Captain, USAF
Adjutant

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HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)

25 April 1956

NUMBER 27)

This Special Order consists of paragraphs 1 thru 4 inclusive.
Classified paragraphs: None.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W. GOTTLIEB
Captain, USAF
Adjutant

Robert W. Gottlieb
ROBERT W. GOTTLIEB
Captain, USAF
Adjutant

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1636

HEADQUARTERS
307TH BOMBARDMENT WING, MEDIUM (SAC)
Lincoln Air Force Base
Nebraska

SPECIAL ORDERS)
NUMBER 27)

25 April 1956

1. CFM VOC, Dates INDC, ESFWO, FMO, 370 BOMBON, this STA (SAC) are DSG as Crew for B-47 type ACFT in POSIT INDC and on Date INDC ASG as Crew/NER.
AUTH: SBF REG 31-1, 24 SEP 53. * Indicates WING STANDARDIZATION BOARD CREWS.

370 BOMBON

POSIT	RANK	NAME	AFSN	DATE ASGD CREW	DATE CREW MER COMBAT READY
*CREW R01 (Date Crew Formed and Combat Ready: 15 FEB 55)					
ACFT COMDR	MAJ	HERMANN, WAYNE E.	14553A	15 FEB 55	15 FEB 55
PLT	CAPT	BPZYWCZY, THADDEUS A.	AO-2082365	15 FEB 55	15 FEB 55
AOB	CAPT	EILAND, JACK L.	AO-929261	16 JAN 56	16 JAN 56
*CREW R02 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 23 AUG 55)					
ACFT COMDR	MAJ	SULLIVAN, WILLIAM R.	15856A	1 FEB 55	23 AUG 55
PLT	CAPT	HANGER, JOSEF W.	AO-699367	30 JAN 56	11 JAN 56
AOB	CAPT	BATHURST, WILLIAM D.	AO-786800	1 FEB 55	23 AUG 55
CREW R03 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)					
ACFT COMDR	CAPT	KOUDSI, JOHN G.	AO-1909330	30 JAN 56	23 AUG 55
PLT	1ST LT	GEE, GARLAND G.	AO-2227197	1 FEB 55	30 SEP 55
AOB	CAPT	WEBER, ROBERT T.	AO-2065664	1 FEB 55	30 SEP 55
CREW R04 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 AUG 55)					
ACFT COMDR	CAPT	PEEBLES, THOMAS M.	1754CA	1 FEB 55	31 AUG 55
PLT	CAPT	HOWARD, WILLIAM H.	AO-1910386	1 FEB 55	31 AUG 55
AOB	CAPT	SCHWARTZ, DOUGLAS F.	AO-716969	11 MAY 55	31 AUG 55
CREW R05 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)					
ACFT COMDR	CAPT	MCCRARY, LEON W.	18469A	1 FEB 55	30 SEP 55
PLT	1ST LT	SMITH, ELWIN M.	AO-2222408	1 FEB 55	30 SEP 55
AOB	CAPT	GRONBERG, RICHARD N.	AO-2023498	1 FEB 55	30 SEP 55
CREW R06 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)					
ACFT COMDR	CAPT	CROOK, JACK A.	AO-835450	1 FEB 55	1 OCT 55
PLT	1ST LT	JOHNSON, ROBERT E.	AO-3006201	1 FEB 55	1 OCT 55
AOB	1ST LT	FLYNN, BENJAMIN D.	AO-2225554	1 FEB 55	1 OCT 55
CREW R08 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)					
ACFT COMDR	CAPT	BROOKS, HAROLD C.	AO-808944	1 FEB 55	1 OCT 55
PLT	1ST LT	STUENKEMPER, HAROLD P.	AO-3005363	1 FEB 55	1 OCT 55
AOB	CAPT	MATTIOLI, JOHN E.	AO-2091460	1 FEB 55	1 OCT 55
CREW R09 (Crew Formed: 1 Feb 55 - Crew Combat Ready: 31 MAR 56)					
ACFT COMDR	CAPT	CHAPPELLE, ERLING R.	AO-764113	1 FEB 55	31 MAR 56
PLT	1ST LT	SPILLER, HERBERT R.	AO-2221703	1 NOV 55	31 MAR 56
AOB	1ST LT	STUTT, EARL D.	AO-2069109	11 MAY 55	31 MAR 56

SO 27, HQ 307 BOMWG (M), (SAC), Lincoln AFB, TEX. 25 APR 56 (CONT'D)

CREW R10 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 DEC 55)
 ACFT COMDR CAPT SHAVER, CHESTER D. AO-1909400 1 FEB 55 31 DEC 55
 FLT 1ST LT KLINER, JOHN M. 25925A 1 FEB 55 31 DEC 55
 AOB 1ST LT SCHISLER, CHARLES W. JR. AO-491244 1 FEB 55 31 DEC 55

CREW R11 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 DEC 55)
 ACFT COMDR MAJ BIGGS, GEORGE J. 12375A 28 JUN 55 31 DEC 55
 FLT CAPT KNIGHT, DEAN A. AO-804907 1 FEB 55 31 DEC 55
 AOB 1ST LT EVANS, JAMES A. AO-2075535 1 FEB 55 31 DEC 55

CREW N12 (Crew Formed: 15 JUL 55)
 ACFT COMDR CAPT DANCE, THOMAS E. AO-782194 15 JUL 55
 FLT 2ND LT GODEC, EDWARD J. AO-3039898 15 JUL 55
 AOB CAPT KETCHMER, ROBERT F. AO-762177 15 JUL 55

CREW IN13 (Crew Formed: 5 AUG 55)
 ACFT COMDR 1ST LT CLARK, ROY E. AO-1911548 5 AUG 55
 FLT 2ND LT MERKLE, ROLAND M. AO-3041109 5 AUG 55
 AOB 1ST LT DABNEY, RICHARD L. AO-3009350 30 JAN 56

CREW N 14 (Crew Formed: 10 AUG 55)
 ACFT COMDR CAPT MILLS, BRUCE E. AO-758717 10 AUG 55
 FLT 2ND LT GARRETT, LARRY F. AO-3056849 1 FEB 56
 AOB 1ST LT BAJERA, REFUGIO B. JR. AO-2080550 10 AUG 55

CREW N15 (Crew Formed: 3 OCT 55)
 ACFT COMDR CAPT TRUDEAU, PAUL W. AO-768312 3 OCT 55
 FLT 1ST LT CHRISTIANS, DALE K. 26614A 1 FEB 56
 AOB 1ST LT REEVES, WILLIAM C. AO-3034285 30 JAN 56

CREW N16 (Crew Formed: 15 OCT 55)
 ACFT COMDR MAJ ECHELBAIGER, PAUL R. 14292A 15 OCT 55
 FLT 2ND LT GOODRICH, ROBERT L. AO-3056902 15 OCT 55
 AOB 1ST LT THOMAS, NOBLE S. AO-3024461 8 NOV 55

CREW IN17 (Crew Formed: 22 MAR 56)
 ACFT COMDR LT COL MILLER, WILLIAM E. 4913A 22 MAR 56
 FLT 1ST LT ESPING, PERRY E. AO-3058117 22 MAR 56
 AOB 1ST LT FLUCK, ARTHUR E. AO-2072137 22 MAR 56

CREW IN18 (Crew Formed: 22 MAR 56)
 ACFT COMDR CAPT PAUZA, THOMAS G. AO-842539 22 MAR 56
 FLT 2ND LT ROGERS, JOSEPH A. AO-3058908 22 MAR 56
 AOB CAPT SIMCOE, NORMAN E. AO-725090 22 MAR 56

BY ORDER OF THE COMMANDER: *

OFFICIAL:

Robert W. Gottlieb

ROBERT W. GOTTIEB
 CAPT, USAF
 ADJ

ROBERT W. GOTTIEB
 CAPT, USAF
 ADJ

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NUMBER 27)

E-X-T-R-A-C-T

25 April 1956

2. CFM VOC, Dates INDC, ESFWO, 37LBOMRON, this STA (SAC) are DSG as
Crew for B-47 type ACFT in POSIT INDC and on Date INDC ASG as Crew/MER.
AUTH: 8AF REG 31-1, 24 SEP 53.

POSIT	RANK	NAME	AFSN	DATE ASGD CREW	DATE CREW MER COMBAT READY
CREW R30 (Crew Formed: 15 FEB 55 - Crew Combat Ready: 15 FEB 55)					
ACFT COMDR	CAPT	POPE, BRUCE W.	16483A	15 FEB 55	15 FEB 55
PLT	CAPT	BATH, FRANK J. JR.	26899A	15 FEB 55	15 FEB 55
AOB	CAPT	PELLETIER, MARVIN F.	AO-741360	1 MAR 56	1 MAR 56
CREW R31 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 AUG 55)					
ACFT COMDR	MAJ	MINNICK, ANTHONY D. JR.	AO-673417	1 FEB 55	31 AUG 55
PLT	1ST LT	FERRARA, VINCENT L.	AO-558112	19 APR 55	31 AUG 55
AOB	1ST LT	JOHNSON, RICHARD E.	AO-2221585	1 FEB 55	31 AUG 55
CREW R32 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 26 MAR 56)					
ACFT COMDR	MAJ	MATTICK, STEPHEN	15049A	1 FEB 55	26 MAR 56
PLT	1ST LT	BIBO, JOHN J.	AO-2224318	1 FEB 55	26 MAR 56
AOB	1ST LT	TROUTMAN, CLARENCE W.	AO-3006452	19 AUG 55	26 MAR 56
CREW R33 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)					
ACFT COMDR	MAJ	WEBBER, LOUIS A.	AO-541197	1 FEB 55	30 SEP 55
PLT	1ST LT	WOODRUFF, BRUCE E.	AO-3006217	1 FEB 55	30 SEP 55
AOB	CAPT	ALLEN, L. WARD	AO-561665	1 FEB 55	30 SEP 55
* CREW R34 (Crew Formed: 1 Feb 55 - Crew Combat Ready: 31 AUG 55)					
ACFT COMDR	CAPT	HOOVER, ROBERT D.	AO-759685	1 FEB 55	31 AUG 55
PLT	1ST LT	MASSERINI, ALBERT R.	AO-1855651	1 FEB 55	31 AUG 55
AOB	CAPT	MOORE, CARLTON R.	AO-766333	1 MAR 56	1 MAR 56
CREW R35 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 3 OCT 55)					
ACFT COMDR	CAPT	HALL, ROBERT R.	AO-749234	1 FEB 55	3 OCT 55
PLT	1ST LT	FRANK, ROBERT B.	AO-3006199	1 FEB 55	3 OCT 55
AOB	1ST LT	HILL, ROBERT J.	AO-2074989	1 FEB 55	3 OCT 55
* CREW R36 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)					
ACFT COMDR	CAPT	DARDEN, WILLIAM E. JR.	AO-215095	1 FEB 55	1 OCT 55
PLT	1ST LT	HURST, JOHN F. JR.	AO-2227412	1 FEB 55	1 OCT 55
AOB	CAPT	BIGAK, PHILLIP J.	AO-722461	1 FEB 55	1 OCT 55
CREW R37 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)					
ACFT COMDR	CAPT	BIFFORD, WILLIAM E.	AO-782133	1 FEB 55	1 OCT 55
PLT	1ST LT	HAHN, MERLE	AO-228385	1 FEB 55	1 OCT 55
AOB	CAPT	HESSE, DONALD C.	AO-688700	1 Feb 55	1 OCT 55
CREW R38 (Crew Formed: 1 Feb 55 - Crew Combat Ready: 30 Sep 55)					
ACFT COMDR	CAPT	BOWLING, RUSSELL R.	AO-2044998	1 FEB 55	30 SEP 55
PLT	CAPT	AMES, MELVIN S.	AO-786695	1 FEB 55	30 SEP 55
AOB	1ST LT	SELMO, MICHAEL J.	AO-3022686	1 FEB 55	30 SEP 55

SO 27, HQ 307 BOMWG (M) (SAC), Lincoln AFB, NEBR, 25 APR 56 (CONT'D)

CREW 139 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 MAR 56)
 ACFT COMDR CAPT HOFMAN, WILLIAM H. AO-767552 1 FEB 55 30 MAR 56
 PLT 1ST LT PEACE, FRANKLIN D. JR. AO-2067341 1 FEB 55 30 MAR 56
 AOB CAPT DARNELL, EDWARD E. AO-765591 14 OCT 55 30 MAR 56

CREW 140 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 DEC 55)
 ACFT COMDR CAPT GUY, CLARENCE W. JR. AO-2069253 1 FEB 55 30 DEC 55
 PLT 1ST LT COLEY, RAY H. AO-1912142 1 FEB 55 30 DEC 55
 AOB 1ST LT FLIGER, MANLEY J. AO-698855 1 FEB 55 30 DEC 55

CREW 141 (Crew Formed: 15 JUL 55)
 ACFT COMDR CAPT PETERSON, DALE M. AO-1909199 15 JUL 55
 PLT 2ND LT BEHNKE, ROLAND F. AO-3040652 15 JUL 55
 AOB CAPT SAMUELS, ARCHIBALD F. AO-739509 15 JUL 55

CREW 142 (Crew Formed: 5 AUG 55)
 ACFT COMDR CAPT HIBDON, FLOYD E. AO-721742 5 AUG 55
 PLT 2ND LT PERKINSKE, JOSEPH M. AO-304118 5 AUG 55
 AOB CAPT BLUNT, ROBERT W. AO-697808 5 AUG 55

CREW 143 (Crew Formed: 10 AUG 55)
 ACFT COMDR CAPT WILLIAMS, HAINLAND C. AO-832531 10 AUG 55
 PLT 2ND LT FARNHAM, NEIL J. AO-3056998 24 FEB 56
 AOB CAPT JORGENSEN, ALAN D. AO-698889 10 AUG 55

CREW 145 (Crew Formed: 11 JAN 56)
 ACFT COMDR CAPT DEHAN, JOSEPH F. AO-800312 11 JAN 56
 PLT CAPT MACK, GORDON H. AO-2068290 11 JAN 56
 AOB 1ST LT MCFARLING, J. L. JR. AO-221631 11 JAN 56

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W. Gottlieb
 ROBERT W. GOTTLIEB
 CAPT, USAF
 ADJ

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25 April 1956

3. CFM VOC, Dates INDC, ESPWO, PNO, 372 BOMBON, this STA (SAC) are DSG as Crew for B-47 type ACFT in FOSIT INDC and on Date INDC ASG as Crew/MTR.
AUTH: 8AF REG 31-1, 24 SEP 53. * Indicates WING STANDARDIZATION BOARD CREWS.

POSIT	GRADE	NAME	ACFT	DATE	DATE CREW	DATE COMBAT
				ASST CREW	READY	
*CREW R60 (Crew Formed: 15 FEB 55 - Crew Combat Ready: 15 FEB 55)						
ACFT COMR	CAIT	CRISTON, PAUL R.	AO-2071034	15 FEB 55	15 FEB 55	15 FEB 55
FLT	CAIT	DOUGLASS, ROBERT F.	26826	15 FEB 55	15 FEB 55	15 FEB 55
AOB	CAIT	LESLIE, FRANCIS W.	AO-2001587	15 FEB 55	15 FEB 55	15 FEB 55
*CREW R61 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)						
ACFT COMR	MAJ	MOLTER, WILLIAM J.	109781	1 FEB 55	30 SEP 55	30 SEP 55
FLT	CAIT	PEERS, LEO R.	AO-2078752	15 MAR 56	15 MAR 56	15 MAR 56
AOB	1ST LT	ANTHONY, JOSEPH J.	AO-2068166	1 FEB 55	30 SEP 55	30 SEP 55
CREW R62 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 SEP 55)						
ACFT COMR	MAJ	HULL, JOSEPH D.	10629A	1 FEB 55	30 SEP 55	30 SEP 55
FLT	CAIT	PUMFOT, JAMES M.	AO-706241	1 FEB 55	30 SEP 55	30 SEP 55
AOB	CAIT	RILEY, CLIFFORD R.	AO-744122	1 FEB 55	30 SEP 55	30 SEP 55
CREW R65 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 30 MAR 56)						
ACFT COMR	CAIT	DOUGLASS, WILLIAM J.	AO-820882	1 FEB 55	30 MAR 56	30 MAR 56
FLT	CAIT	MCKENZIE, RICHARD W.	AO-1908710	1 FEB 55	30 MAR 56	30 MAR 56
AOB	CAIT	HART, CARTER JR.	AO-699505	1 FEB 55	30 MAR 56	30 MAR 56
CREW R66 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)						
ACFT COMR	CAIT	GIEKEN, JOHN W.	AO-678024	1 FEB 55	1 OCT 55	1 OCT 55
FLT	2ND LT	DAFAN, RICHARD L.	AO-3056880	8 JUL 55	1 OCT 55	1 OCT 55
AOB	1ST LT	HOPKINS, WALTER W.	27008A	1 FEB 55	1 OCT 55	1 OCT 55
CREW R67 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 AUG 55)						
ACFT COMR	CAIT	FAHN, JAMES H.	AO-711748	1 FEB 55	31 AUG 55	31 AUG 55
FLT	CAIT	SALTSMAN, THOMAS H.	20334A	1 FEB 55	31 AUG 55	31 AUG 55
AOB	CAIT	DAVIS, CECIL L.	AO-689136	1 FEB 55	31 AUG 55	31 AUG 55
CREW R68 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 31 JAN 56)						
ACFT COMR	CAIT	PHILLIPS, CARL E.	AO-660588	1 FEB 55	31 JAN 56	31 JAN 56
FLT	CAIT	MYERS, SAMUEL A.	AO-680683	29 APR 55	31 JAN 56	31 JAN 56
AOB	CAIT	BATHAWAY, WILLIAM C.	AO-747556	1 FEB 55	31 JAN 56	31 JAN 56
CREW R69 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 1 OCT 55)						
ACFT COMR	CAIT	WHEELER, HERBERT K.	AO-768345	1 FEB 55	1 OCT 55	1 OCT 55
FLT	2ND LT	THOMAS, KENNETH D.	AO-3056949	1 FEB 55	1 OCT 55	1 OCT 55
AOB	CAIT	MOOREY, THERON A.	AO-762711	1 FEB 55	1 OCT 55	1 OCT 55

SO-27, HQ 307 TFWG (H) (SAC), Lincoln AFB, NEBR, 27 APR 56 (CONT)

CREW N70 (Crew Formed: 1 FEB 55 - Crew Combat Ready: 3 OCT 55)

ACFT COMR	CAIT	MORRISON, ROBERT J.	AC-1911353	1 FEB 55	3 OCT 55
FLT	1ST LT	MEERKS, R. V. JR.	AC-1696719	29 APR 55	3 OCT 55
ACF	CAIT	KENNEDY, HERBERT H.	AC-750145	1 FEB 55	3 OCT 55

CREW N71 (Crew Formed: 17 MAY 55 - Crew Combat Ready: 30 SEP 55)

ACFT COMR	MAJ	KOHLSCHEEN, LELAND C.	AC-524731	17 MAY 55	30 SEP 55
FLT	CAIT	GEMUNDSON, CARL N.	AC-710915	15 MAR 56	30 SEP 55
ACF	1ST LT	WALLRATH, LESLIE M.	AC-2085342	15 JUL 55	30 SEP 55

CREW N73 (Crew Formed: 5 AUG 55) -

ACFT COMR	CAIT	TERRY, EVERETT W.	AC-782058	5 AUG 55	
FLT	2ND LT	MIDDLETON, RAYMOND R.	AC-3041110	5 AUG 55	
ACF	CAIT	ROSELING, LOUIS A.	AC-730821	5 AUG 55	

CREW N74 (Crew Formed: 5 AUG 55)

ACFT COMR	MAJ	DEILLY, STANLEY JR.	AC-755598	5 AUG 55	
FLT	1ST LT	PARKS, JOHN T.	AC-926205	29 DEC 55	
ACF	1ST LT	MEYER, ROBERT J.	AC-300926	1 JAN 56	

CREW N75 (Crew Formed: 1 JAN 56 - Crew Combat Ready: 31 MAR 56)

ACFT COMR	CAIT	DOUG, HALE A.	AC-773101	1 JAN 56	31 MAR 56
FLT	2ND LT	LARS, WILLIAM E. III	AC-3056919	1 JAN 56	31 MAR 56
ACF	CAIT	PALMQUIST, WILLIAM R.	AC-696239	1 JAN 56	31 MAR 56

CREW IN76 (Crew Formed: 10 FEB 56)

ACFT COMR	CAIT	KRUMHOLTZ, ALFRED E.	AC-686994	10 FEB 56	
FLT	2ND LT	PARMIGIANI, WILLIAM J. JR.	AC-220829	10 FEB 56	
ACF	1ST LT	PHILLIPSON, RALPH H.	AC-3024004	10 FEB 56	

CREW IN77 (Crew Formed: 19 APR 56)

ACFT-COMR	CAIT	HELLER, RUSSELL R. JR.	165004	19 APR 56	
FLT	2ND LT	GILSTADT, RILLY JR.	AC-30568550	19 APR 56	
ACF	CAIT	SHURT, CLEAH E.	AC-2099558	19 APR 56	

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W. GOTTLIEB
CAIT, USAF
ALJ

Robert W. Gottlieb

ROBERT W. GOTTLIEB
CAIT, USAF
ALJ

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25 April 1956

4. FMO, CGRN INDC, this STA (SAC) are DSG as Crew Filler Personnel in the POSIT INTC for T-47 type ACFT. AUTH: 8AF REG 31-1, 24 SEP 53.

POSIT	RANK	NAME	AFSN	CGRN
FLT	2ND LT	BAKER, ROBERT G.	AC-3056879	370 BOMCRN
FLT	2ND LT	FALLER, LEROY L.	AC-3064329	DC
ACD	1ST LT	OMRACEK, LAELME	AC-3021477	DC
FLT	2ND LT	KALBERG, CARROLL W.	AC-3056955	371 BOMCRN
FLT	2ND LT	TITZER, ROBERT F.	AC-3058879	DC
FLT	2ND LT	COX, ROBERT J.	AC-2208717	DC
FLT	2ND LT	HAMEL, RAYMOND F.	AC-2207534	DC
FLT	CAIT	GRIER, JAMES N.	AC-761289	DC
FLT	1ST LT	FREEMAN, EARL M.	AC-2232642	DC
FLT	MAJ	PHILLIPS, JOHN J.	AC-792152	DC
ACD	1ST LT	HANDEL, ARTHUR E.	AC-2060506	DC
ACD	1ST LT	SMALLWOOD, GARLAND E.	AC-3024807	DC
FLT	2ND LT	WANEK, FRANK A.	AC-3056680	372 BOMCRN
FLT	2ND LT	OGREN, JOHN D.	AC-3056862	DC
ACD	CAIT	THOMAS, HARRISON F.	AC-745002	DC
ACD	CAIT	WELCH, MAURICE J.	AC-2072382	DC
ACD	CAIT	WITHEROW, DAVID C.	AC-676903	DC
ACD	CAPT	HAFTERY, BERNARD M.	AC-801146	DC

BY ORDER OF THE COMMANDER:

OFFICIAL:

ROBERT W. GOTTLIED
CAIT, USAF
ADJ

Robert W. Gottlieb
ROBERT W. GOTTLIED
CAIT, USAF
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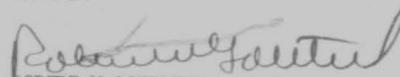
SPECIAL ORDERS)
NUMBER 28)

2 May 1956

This Special Order consisting of paragraphs 1 thru 21 INCL. Classified
paragraphs: NONE.

BY ORDER OF THE COMMANDER:

(FICIAL:



ROBERT W GOTTLIEB
CAPT, USAF
ADJ

ROBERT W GOTTLIEB
CAPT, USAF
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SPECIAL ORDERS)
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E-X-T-R-A-C-T

2 May 1956

1. DP, 1ST LT RICHARD L DABNEY, AO3009350, 370 BOMRON, this STA (SAC) having signed an INDEF Statement IAW AFR 36-51 on 13 JAN 56 is deemed to be serving on EAD under AUTH contained in SEC 515, PUB Law 381, 80TH CONGRESS, EFF 13 JAN 56.
2. DP, 1ST LT WILLIAM F METCALF, AO3026247, 307 AREFS, this STA (SAC) having signed an INDEF Statement IAW AFR 36-51 on 19 JAN 56 is deemed to be serving on EAD under AUTH contained in SEC 515 PUB Law 381, 80TH CONGRESS, EFF 19 JAN 56.
3. DP, 2ND LT CARROLL W KALBERG, AO3056955, 371 BOMRON, this STA (SAC) having signed an INDEF Statement IAW AFR 36-51 on 12 DEC 55 is deemed to be serving on EAD under AUTH contained in SEC 515, PUB Law 381, 80TH CONGRESS, EFF 12 DEC 55.
4. DP, 2ND LT WILLIAM E LAWSON, III, AO3056919, 372 BOMRON, this STA (SAC) having signed an INDEF Statement IAW AFR 36-51 on 3 DEC 55 is deemed to be serving on EAD under AUTH contained in SEC 515, PUB Law 381, 80TH CONGRESS, EFF 3 DEC 55.
5. DP, 2ND LT KENNETH B THOMAS, AO3056949, 372 BOMRON, this STA (SAC) having signed an INDEF Statement IAW AFR 36-51 on 5 DEC 55 is deemed to be serving on EAD under AUTH contained in SEC 515, PUB Law 381, 80TH CONGRESS, EFF 5 DEC 55.
6. LT COL WILLIAM E MILLER, 4913A, (Project BLUE FLAME) is REL from DY and ASG 370 BOMRON, this STA (SAC) and ASG 371 BOMRON, this STA (SAC) PCA. NTI. EDCSA: 4 MAY 56.
7. A/2C MARVIN L APPUHN, AFL4722752, is REL from DY and ASG 307 TACHOSP, this STA (SAC) and ASG 371 BOMRON, this STA (SAC) PCA, NTI. EDCSA: 4 MAY 56.
8. CFM VOC 30 APR 56, ESPWO, FNOA, 307 AREFS, this STA (SAC) are placed on SD with 307 BOMWG STANDARDIZATION SECTION for a PD of five (5) days for the purpose of ACCOMP Annual Standardization Check. AUTH: PARA 6c, ANNEX II, SAC REG 51-4, 14 JUL 55.
CREW T23 (EFF 30 APR 56)
CAPT HERMAN O TIEDE, AO710784
1ST LT STEPHEN H KALABANY, AO3033792
TSgt SAMUEL H MILLNARD, AFL3162794
1ST LT JAMES A WILKENS, AO3026326
MSGT DAVID W SNOW, AFL8051535
A/1C JOHN M GREEN, AFL2367572
A/2C JOHN A CLARY, AF24742893
9. SSGT FRANK R WILKINSON, AFL4476174, 307 AREFS, this STA (SAC) is AUTH to start and run-up KC-97 type ACFT engines ASG 307 BOMWG. AUTH: SAC Manual 66-12.

SO 28, HQ 307 BOMWG (M)(SAC), Lincoln AFB, NEBR, 2 MAY 56 (CONT'D)

10. FNOA, 307 AREFS, this STA (SAC) are placed on SD with 307 BOMWG STANDARDIZATION SECTION FOR a PD of five (5) days EFF dates INDC for the purpose of ACCOMP Annual Standardization Check. AUTH: PARA 6c, ANNEX II, SAC REG 51-4, 14 JUL 54.

CREW TO5 (EFF 7 MAY 56)

CAPT JAMES D CHAMBERS, AO541863
1ST LT ROBERT J MILLER, AO3004923
TSGT WAYNE N EDWARDS, AF15379096

1ST LT DONALD E SCHWESINGER, AO3025547
TSGT JEROME J CAVE, AF17220253
SSGT LLOYD L ALLISON, AF17358081

CREW T20 (EFF 14 MAY 56)

CAPT EVERETT C CAUDEL, AO778036
1ST LT THOMAS P BEAL, AO3033822
TSGT WILLIAM F HENDERSON, AF16122512

1ST LT WILLIAM J MACKEY, AO3034025
TSGT ROBERT C NEWMAN, AF13279104
SSGT JOHN A RANKIN, AF19441048

CREW TL4 (EFF 21 MAY 56)

1ST LT RICHARD G WESTERMAN, AO819439
1ST LT ROBERT A PETERSON, AO3026177
SSGT JOE KANE JR, AF15480679

1ST LT HERLUF A FROST, AO3025963
MSGT VIRGIL JACOB, AF17249972
SSGT WALTER R BOWES, AF17308916

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W Gottlieb
ROBERT W GOTTLIEB
CAPT, USAF
ADJ

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CAPT, USAF
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2 May 1956

11. MSGT HAROLD E PENNINGTON, AF6898461, 307 AREFS, this STA (SAC) is DSG INSTR FLT ENGR for KC-97 Type ACFT ASG 307 BOMWG, EFF 12 APR 56. This CFM VOC 12 APR 56, ESPWO. AUTH: SAC REG 60-7, 5 MAR 56 as SUPPL by 307 BOMWG SUPPL I, to SAC REG 60-7, 26 MAR 56.

12. SSGT DONALD L HENDRIX, AF28234892, 307 AREFS, this STA (SAC) is DSG INSTR RADIO OPER for KC-97 Type ACFT ASG 307 BOMWG, EFF 12 APR 56. This CFM VOC, 12 APR 56, ESPWO. AUTH: SAC REG 60-7, 5 MAR 56 as SUPPL by 307 BOMWG SUPPL I, to SAC REG 60-7, 26 MAR 56.

13. CFM VOC 21 APR 56, ESPWO, FNO, ORGN INDC, this STA (SAC) are APT 307 BOMWG TACTICS PANEL HD, EFF 21 APR 56, for the purpose of generating, collecting, reviewing, and submitting to higher HQ, for developement and execution, ideas and plans for improvement of CMBT TACTICS. Meetings will be held at least once each calender quarter or at the call of the DSG CHMN. AUTH: SAC REG 55-26, 29 JAN 54.

COL	ROBERT W CHRISTY	A0421045	HQ 307 BOMWG	CHMN
MAJ	GERALD D ROTTER	A0726077	DO	MR
CAPT	WILLIAM H JONES	A0731073	DO	MR
MAJ	LARRY R SMITH	20757A	DO	MR
CAPT	WILLIAM T KIMBERLAIN	A0868018	DO	MR
LT COL	ROY R SHOWALTER	9976A	370 BOMRON	MR
LT COL	DELOS E RICHARD	6265A	371 BOMRON	MR
LT COL	KARL Y BENSON JR	A0433451	372 BOMRON	MR
1ST LT	JAMES R ANDERSON	A03009220	HQ 307 BOMWG	RCDR

(All previous orders in conflict with this PARA are hereby Rescinded)

14. SMOP 7 SO 17, CS, this HQ, 16 MAR 56, relating to DSG of INSTR OBSR, for B-47 type ACFT is AMND to INCL: "1ST LT JOSEPH J ANTHONY, A02068166, 372 BOMRON."

15. SMOP 4 SO 17, CS, this HQ, relating to DSG of WING TEST FLT CREWS for KC-97 type ACFT as pertains to CREW T-08, IATR:

CAPT PHILIP L MAXWELL JR, A02071026	1ST LT RICHARD W BERGGREN, A03025950
1ST LT DONIVAN G JORDAN, A03026169	TSGT CHARLES E KELLY, AFL7244312
TSGT GEORGE M SMITH, AF34934128	A/LC ARTHUR N REIN, AFL6405718

16. CFM VOC, Dates INDC, ESPWO, FNA, ORGN INDC, this STA (SAC) are AUTH to reside off base and RAT SEP EFF Dates INDC. AUTH: APR 24-1.

MSGT SAMUEL B PARKER, AF38130326	307 FLD MAINTRON	27 APR 56
TSGT THOMAS D McDERMID, AFL6160255	HQ 307 BOMWG	30 APR 56
A/LC DOANE O LUDINGTON, AFL7355370	DO	27 APR 56
A/LC THOMAS J MILL, AF24268545	371 BOMRON	26 APR 56
A/2C ALMER B HEDGES, AFL5499459	307 PERMAINTRON	2 MAY 56
A/2C HUBERT E WATT, AFL7411448	307 ARMTLCTMAINTRON	21 APR 56

SO 28, HQ 307 BOMWG (M)(SAC), Lincoln AFB, NEBR, 2 MAY 56 (CONTD)

A/2C FRANK C WILLIAMSON JR, AF17392849	307 ARMTELCTMAINTRON	26 APR 56
A/3C ROBERT J HANCOCK, AF17360888	DO	1 MAY 56
A/3C RICHARD KNIGHT, AF12480328	307 AREFS	1 MAY 56

17. SMOP 13 SO 23, CS, this HQ, relating to DSG of WING TEST FLT CREWS for B-47 type ACFT pertaining to CAPT JOHN G KOUDSI, AO1909332, 370 BOMRON, as reads: "CAPT PAUL G KOUDSI, AO1909332", IATR: "CAPT JOHN G KOUDSI, AO1909-332".

18. SMOP 13 SO 23, CS, this HQ, relating to DSG of WING TEST FLT CREWS, for B-47 type ACFT pertaining to CAPT WILLIAM E DARDEN JR, AO815095, 371 BOMRON, as reads: "CAPT WILLIAM E HARDIN JR, AO815095", IATR: "CAPT WILLIAM E DARDEN JR, AO815095".

19. SMOP 13 SO 23, CS, this HQ, relating to DSG of WING TEST FLT CREWS for B-47 type ACFT pertaining to 1ST LT JOHN F HURST JR, AO2227212, 371 BOMRON, as reads: "1ST LT JOHN F HURST JR, AO227212", IATR: "1ST LT JOHN F HURST JR, AO2227212".

20. SMOP 2 SO 17, CS, this HQ, relating to DSG of WING STANDARDIZATION BD CREWS pertaining to FNOA, 307 AREFS, this STA (SAC) is AMND as Follows:

SO MUCH AS READS

IS AMND TO READ

CAPT JACK R THORNTON, AO758106
1ST LT THOMAS C VANEVENHOVEN, AO3026015
1ST LT DAVID A SEARING, AO3004785
TSGT LEROY HOLBROOK, AF18081372
CAPT GEORGE M FLETCHER, AO805018

CAPT JACK R THORNTON, AO758106
1ST LT THOMAS C VANEVENHOVEN, AO3026015
1ST LT DAVID A SEARING, AO3004785
TSGT LEROY HOLBROOK, AF18091372
CAPT GEORGE M FLETCHER, AO805018

21. SMOP 8 SO 23, CS, this HQ, relating to DSG SQ Voting OFF as pertains to 2ND LT GERALD H CLEMENTS, AO3008921, is hereby REVO.

BY ORDER OF THE COMMANDER:

OFFICIAL:

Robert W. Gottlieb

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

ROBERT W GOTTLIEB
CAPT, USAF
ADJ

DISTRIBUTION:

'A'

307TH DIRECTORATE OF OPERATIONS

HISTORICAL REPORT

May 1956

I. OPERATIONS AND TRAINING

a. During the month of May this Wing flew 1082 B-47 hours and 506 KC-97 training hours. A monthly total of 1143 B-47 hours and 510 KC-97 hours were achieved.

b. May was the first month of the SAC Regulation 50-8 quarter. The primary purpose of the flying program was to complete the upgrading of non-ready crews and to accomplish a minimum of 40% of the requirements of SAC Regulation 50-8. Weather, the transfer of aircraft, Hi-jink requirements and an unusually high percentage of K-test aircraft were contributing factors which prevented the Wing from reaching this goal. Fourteen percent (14%) of the requirements were met.

c. Flying training sequence was again frequently interrupted because of irregular ferry commitments in connection with the replacement of this organization's older type B-47 aircraft with new aircraft of 731 configuration.

d. Two (2) new crews were formed during the month of May: Crew IN-48 on 11 May and Crew IN-78 on 8 May. Crew K-01, was upgraded to lead status on 7 May and Crew R-10 followed suit three (3) days later.

e. SAC Regulation 50-24, Phase II Block Training also commenced during the month of May. A total of eight (8) KC-97 crews and thirteen (13) B-47 crews completed this training.

f. A concerted effort was made to complete the 50-24 Annex I requirements which pertains to arms qualification of airmen, and, as of the last day of May, 1086 airmen had completed this training.

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g. With the training accomplished during the month of May, full combat capability for this Wing is nearer realization.

h. Lt Anderson of this Section was a member of the wing Survey Team to Lakenheath. Prior to departure he obtained a detailed list of questions from the various branches of O&T. While at Lakenheath he was able to obtain satisfactory answers to the majority of questions.

II. BOMBING AND NAVIGATION

a. The Survey Team to Lakenheath was able to answer questions on observer problems there, Target Study Materials, Recordak Facilities, availability of RBS and visual ranges.

b. At the present time this section is writing the Bomb-Navigation Section of our deployment Operations Order and Flimsy. The section will handle all observer meetings, flight planning, target study, etc., pertaining to deployment. Special classes on pressure patterns, IBDA, London and Paris target study have been implemented for the observers.

c. The following information is listed as items of historical importance affecting this Wing:

(1) Analysis of Results.

- (a) The Wing Bombing CEA decreased 1,000' to the average of 1951 feet.
- (b) The Wing Night Celestial CEA decreased by 4.1 miles to the average of 15.9 NM.
- (c) Our activity remained about the same. This is very commendable considering the fact that May was our first 50-8 month for this Wing.

(2) Flying Training.

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- (a) Emphasis is being placed on SAC Regulation 51-26
(Probation of Lead, Select, and Combat Ready Crews)
and SAC Regulation 50-8 crew requirements.
- (3) Observer's Information Bulletin.
 - (a) An observer's information bulletin with detailed instructions regarding SAC Regulation 50-8 requirements was published.
 - (b) A new set of Offset Bombing Tables developed within the Wing was issued to each observer.
- (4) Gross Error Board.
 - (a) Only one (1) gross error (Record) was committed during the month of May 1956.
- (5) Future Projects.
 - (a) Increased emphasis is being placed on upgrading new crews in preparation for our Wing's overseas movement.
 - (b) Target Study is initiating a program to implement target folders on overseas RBS sites.

III. WING PLANS

a. Major Rotter and Captain Kimberlin accompanied the Wing Commander to Headquarters, Eighth Air Force for the presentation of Operation "Red Cap" briefing to the Eighth Air Force Staff. Several complementary comments were received from the staff on the presentation of the briefing and in particular, on the quality of the briefing aids used. This was the first briefing conducted by the Wing utilizing all H-1 colored transparencies as briefing aids.

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b. Regular EWP study requirements for the month of May were completed on all available combat crews; however, all required EWP ultrasonic trainer runs were not completed due to the SAC exchange of ultrasonic trainer plates which required the shipment of all plates to Headquarters, Eighth Air Force on 21 May 1956.

c. Work continued on the preparation of information for Operations Plan 74-56, "Red Cap".

d. 7th Air Division Operations Plan 50-57 was received on 13 May 1956. Work was started immediately in preparing required unit plans and assembling information for required EWP crew study on this plan.

e. Instruction of the B-47 Tactical Doctrines as outlined in SAC Regulation 50-24 was accomplished. This consisted of two (2) hours of lecture requirements each week.

f. 7th Air Division Operations Plan 40/44-57 was received on 23 May 1956.

IV. WING STANDARDIZATION

a. The activities of the Wing Standardization Section for the month of May were as follows:

- (1) Crews R-36 and R-61 assigned duty in Wing Standardization Section on 15 May 1956.
- (2) Crew R-60 completed SES Evaluation on 14 May 1956.
- (3) Crew L-01 departed for SES Evaluation on 14 May 1956.
- (4) Crew T-11 reported back from leave on 25 May 1956.
- (5) A total of nine (9) complete crews received Standardization Checks during the month of May.

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(6) A total of eleven (11) individuals received Standardization Checks for the month of May.

b. The Wing Standardization Section is lacking in sufficient clerical personnel. One (1) 70250 is handling the workload of this section. According to SAC Regulation 51-4, Annex II, paragraph 3g, dated 14 July 1955, two (2) 70250's will be assigned. Until this is done, the Wing Standardization Section will be weak in its clerical output.

V. COMMUNICATIONS

a. This section has increasingly been active in mobility matters concerning our forthcoming TDY to England. Compiling manifests and information from various sections, in conjunction with the Mobility Officer, has been taking an increasing amount of time as the departure deadline draws closer.

b. In addition, emergency requisitions for supplies, Aeronautical Publications and the distribution of same to the proper agency has been consuming a considerable portion of our allotted man hours.

VI. INTELLIGENCE BRANCH

a. During the month of May the Mission Support Branch completed the renovation of its P-2 card system in accordance with higher headquarters directives. Testing was initiated for the August 10th P-2 report. The aim of the section is to complete testing before deployment.

b. Approximately ten (10) hours of lectures were completed by Mission Support in the 50-24 Block Training Program.

c. One (1) airman arrived during the month of May, A/3C Paul Crozier from Lackland Air Force Base, Texas. This airman was placed on CJT with the graphics section.

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d. Two (2) draftsmen, A/IC Charles Madden and S/Sgt William Fennech, were discharged during the month of May. This reduced the graphics section to two (2) personnel.

e. Captain Bill F. Francis returned from the Stead Air Force Base, Nevada, Survival Training Course.

f. The Alien Capabilities Branch devoted the major portion of the month toward the accomplishment of BWP mission planning on newly assigned.

g. Captain Earlan Seawards was temporarily reassigned as Wing Adjutant in the absence of the regularly assigned Adjutant.

h. Captain Allie McDonald, Jr. reported to Wing Intelligence from 5th Air Force Headquarters, Moriyama Air Station, Japan. He has been assigned to the Alien Capabilities Branch.

i. In the Target Intelligence Branch, Captain Newman was TDY to R.A.F. Station, Lakenheath for a period of fourteen (14) days during the month of May as a member of the Wing Survey Team. He was able to obtain answers to many questions concerning our TDY period.

j. The T-18 Report for the month of May consisted of twenty-three (23) bomb runs. The report, film and photo logs were sent forward 4 June 1956.

k. All mobility requirements were cross checked and the necessary boxes and packing material are requisitioned or on hand.

l. The PI Report on camera scored bombing and navigation photography was published 5 June 1956. This monthly report will no longer be submitted.

m. All target material folders (TPS, CMF and BCF) for 7th Air Division 50-57 were prepared and brought up-to-date with all available target material.

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n. A twenty (20) minute ISDA briefing with briefing aids was prepared for presentation to crews attending EWP briefings.

o. Preparation of target materials for TDY RBS targets and bomb ranges was commenced.

p. With increased security requirements for MA-7A scope photography, the section coordinated with DOB on a new procedure for handling scored SAC Forms 157, film and logs resulting from training missions.

q. All requirements for maps and charts for tactical squadron deployment have been filled and delivered to respective squadrons.

[illegible]